

F

186

.M44

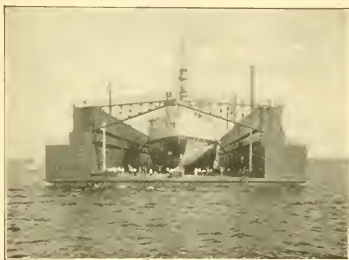
MARYLAND STEEL CO.

SPARROWS POINT, MD.

MANUFACTURERS OF

STEEL RAILS AND BILLETS

PIG IRON



DRY DOCK "DEWEY"

...BUILDERS OF...

IRON AND STEEL STEAMSHIPS

STEAM TUGS AND SAILING VESSELS

MARINE ENGINES AND BOILERS ❁ ❁

STEEL FLOATING DRY DOCKS A SPECIALTY



HOMWOOD.

The R. M. SUTTON CO.

DRY GOODS & NOTIONS

BALTIMORE.

“NOW IS THE TIME TO BUY”

At present all the different departments are well supplied with full stocks and at prices we will not be able to duplicate again this season. We would call especial attention to our

DRESS GOODS,

GENTS' FURNISHING, “READY TO WEAR,”

FLANNEL, BLANKET AND OUTING

DEPARTMENTS.

An inspection of our different departments will prove interesting and at the same time most beneficial.

WE
WILL
BOND
YOU

OUR
FORMS

Are the Simplest

OUR
RATES

The Most Liberal

OUR
PROTECTION

Absolute and
Unsurpassed

JOHN R. BLAND
President

GEO. R. CALLIS
Vice-President and Treasurer

The United States Fidelity and Guaranty Company

CASH RESOURCES OVER
::: \$3,600,000 :::

HOME OFFICE

Calvert, German and Mercer Streets
BALTIMORE, MD.

Issues Fidelity, Official, Judicial, Contract
and Internal Revenue Bonds

Insures Banks, Residences and Mercantile
Establishments against Loss and
Damage by Burglary

Offers Creditors the best possible protec-
tion through its Department of Guar-
anteed Attorneys

The Crown of the Chesapeake

The Life and Resources of Maryland

The Trade and Industries of Baltimore

A SOUVENIR OF
THE JAMESTOWN EXPOSITION

HELD ON HAMPTON ROADS, VIRGINIA

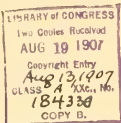
APRIL 26 TO NOVEMBER 30, 1907

ENDORSED BY THE MARYLAND COMMISSION
TO THE JAMESTOWN EXPOSITION



PUBLISHED BY
THE MERCHANTS & MANUFACTURERS ASSOCIATION
BALTIMORE, MARYLAND

COPYRIGHTED, 1907, BY THE MERCHANTS & MANUFACTURERS ASSOCIATION, BALTIMORE, MD.



WHETHER IT BE

GAS or ELECTRICITY

FOR

LIGHT, FUEL or POWER

The GAS and ELECTRIC CO.

Offers the Most Satisfactory
Service Possible

Lexington and Liberty Streets

Electrical Department
Continental Trust Building

Telephones { Courtland 1592
St. Paul 700

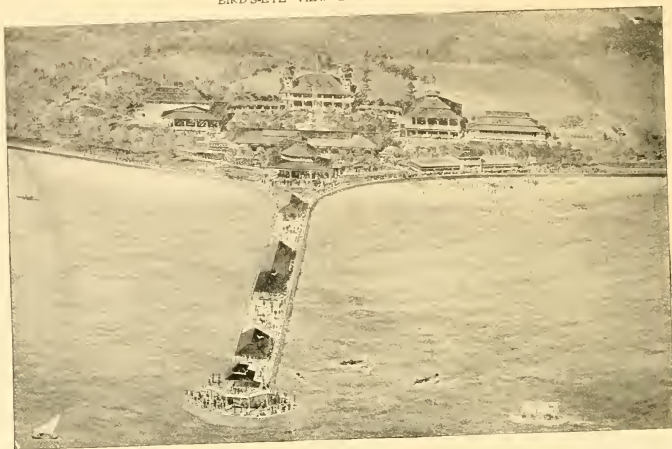
BALTIMORE

CONTENTS

THE PURPOSE OF THIS BOOK	11
FACTS AND FIGURES OF THE JAMESTOWN EXPOSITION	13
THE STATE OF MARYLAND—By Hon. Edwin Warfield, Governor of Maryland	17
MARYLAND AND VIRGINIA—By Hon. Claude A. Swanson, Governor of Virginia	21
THE JAMESTOWN TER-CENTENNIAL EXPOSITION—By President Tucker	24
THE MARYLAND COMMISSION TO THE JAMESTOWN EXPOSITION	28
PLAN OF JAMESTOWN EXPOSITION	38
MARYLAND'S RECORD AND RESOURCES—From the Maryland Geological Survey	51
BALTIMORE—By Hon. E. Clay Timmons, Mayor of Baltimore	70
BALTIMORE AND THE SOUTH	86
TRANSPORTATION IN MARYLAND—RAIL	93
“ “ “ —WATER	106
MARYLAND AGRICULTURE AND HORTICULTURE	115
MARYLAND'S SPLENDID FINANCIAL SHOWING	126
MILLIONS IN MANUFACTURES	130
THE FOOD STATE	137
THE WHOLESALE JOBBERS	143
THE RETAILERS	145
THE MARYLAND CITIES AND TOWNS	148
THE MONUMENTS OF MARYLAND	152
EDUCATION IN MARYLAND	156



BIRD'S-EYE VIEW BAY SHORE PARK



BAY SHORE PARK == THE SEASHORE RESORT OF MARYLAND

EASY ACCESS == PICTURESQUE TRIP
DON'T MISS SEEING THE MOST BEAUTIFUL RESORT IN THE SOUTH

AIALA'S GRAND ITALIAN BAND

GREAT VARIETY OF ATTRACTIONS

Roller Coaster
 Ferris Wheel

Bowling and Pool
 Carousel

Moving Pictures
 Grand Midway

Circle Swing
 Penny Arcade

Fine Restaurant
 Fishing and Boating

THE FINEST BATHING BEACH ON THE CHESAPEAKE
 ONE-MILE PROMENADE ALONG THE BAY.

1,000-FOOT CONCRETE PIER

GWYNN OAK PARK

THE OLDEST AND THE BEST

76 Acres of Woodland and Water

Base Ball Tennis

BOWLING

Bathing

Boating

Beautiful Dancing Pavilion

Penny Arcade

FARSON'S MILITARY BAND

SPECIAL ATTRACTIONS

Cool, Shady Groves

First-Class Meals

OWNED AND OPERATED BY

The United Railways and Electric Co.
 BALTIMORE, MD.



BATHING—GWYNN OAK

The Purpose of This Book



MARYLAND has a larger and more substantial interest in the Jamestown Ter-Centennial Exposition than any other State except Virginia. For every Marylander who attended expositions in the past there will be a score or more who will go to Jamestown during 1907. Maryland will be called upon to feed and accommodate many thousands of the million and more visitors who will attend the exposition. Transportation companies are making extraordinary efforts to handle the crowds and a very large proportion of these will stop over in Maryland. In addition to the regular lines there are

on the Chesapeake Bay more than 8,000 boats, and of these some hundreds, if not thousands, will be called into requisition for passenger and freight service. The Jamestown Exposition, therefore, so far as it affects trade and transportation business, is to a very considerable extent a golden opportunity for the enterprise of Maryland.

On broader lines the relation of Maryland to the Jamestown Exposition is peculiarly intimate and stimulating. Only a few years after the first English settlement of the continent of North America by the English speaking people was made at Jamestown on the 13th day of May, 1607, by Christopher Newport, Bartholomew Gosnoll, John Smith and their companions, the Ark and the Dove, containing the first of settlers, reached the Virginia colony and the newcomers spent more than a week with the Virginians. Now, Maryland returns almost to the same spot with a beautiful building and with many splendid exhibits to show what she has accomplished in the 300 years.

This exposition, the latest in the great shows of civilization, is mid-distant between the extremes of North and South on the Atlantic Coast and in the segment of its circle, with a 315-mile radius, are 21,000,000 people, or more than a fourth of the entire population of the United States. The exposition itself is most beautifully planned. The government has appropriated one and three-quarters millions of dollars and so provided for the most magnificent military and naval display the world has ever seen. In addition are all the attractions of the most modern of expositions.

There will be a vast concourse of people and this book is intended to reach the useful and discriminating and to bring to Maryland large returns in business, investment and settlement. The Maryland Commission has given the work its unanimous endorsement, and the purpose is to make the book the best, most artistic and most convincing publication of its kind the State has ever known.

By agreement with the Commission 10,000 copies are to be distributed free. This is the minimum—the ultimate circulation of the book is expected to reach a larger figure than any previous publication exploiting the resources of this State and the trade and industries of Baltimore.

SHOE FACTORIES AND TANNERIES OF
RICE & HUTCHINS



The Chesapeake Shoe Company

SOLE SOUTHERN DISTRIBUTORS :: :: BALTIMORE, MD.

BRIGHT AND ROOFING TIN PLATES

Galvanized and Black Sheet Irons
Galvanized Gutter, Conductor, Elbows, Shoes, Etc.
Galvanized and Painted Corrugated Sheets, and
all Kinds Sheet Metal Roofing
Roofers', Tinsmiths' and Stovemans' Supplies
When you want the best Roofing Tin made of its
respective grade, Specify and Use one of the
following brands of plate :

Nimmo Old Style Sandow Old Style
Baltimore I. C. Extra Rosedale Extra Coated
Lillain and Carmo
Tuxedo Heavily Coated Old Style

Each Sheet Stamped with Brand, Substance and Re-Squared

W. C. NIMMO & CO.

105 CHEAPSIDE :: BALTIMORE, MD.

A Full Line Tools and Machines, Including Shears,
Hammers, Punches, Chisels, &c., Roofing Tin in
Rolls Soldered and Ready for Use.

HIGH - GRADE ROOFING TERNE PLATES

Parker's Double Dipped, old Method OH

“ Model Extra Hand Redipped “
“ Old Style Hand Dipped “

Strictly Hand Coated and Free from Acids

E. L. PARKER & CO.

Importers and Dealers

TIN PLATE, SHEET IRON,
SOLDER, WIRE, Etc.

201 and 203 S. Charles Street

BALTIMORE, MD.



BIRD'S EYE VIEW OF THE JAMESTOWN EXPOSITION.

Facts and Figures of the Jamestown Exposition

Official name: Jamestown Ter-Centennial Exposition.
Character: Military, Naval, Marine and historic exhibition.

Nature: State, National and International historic celebration.

Purpose: Commemoration of the first permanent settlement of English-speaking people in America.

Opening date: The hour of noon, April 26th, 1907.

Closing date: The hour of midnight, November 30th, 1907.

To be opened by the President of the United States.

To be closed by President and Governors of the exposition.

Location: Exposition grounds, on Hampton Roads, near Norfolk, Portsmouth and Newport News, Va.

Exposition Company Headquarters, Norfolk, Va.

Size of Exposition grounds: 400 acres of land space and a 40-acre water space between the Grand Piers.

Distances from Exposition grounds: Norfolk City limits, five miles; Fortress Monroe, four miles; Old Point Comfort, three and a half miles; Newport News, five miles; Portsmouth, eight miles; Ocean View, three miles.

Exposition grounds reached by electric railway, steam railway and steamship.

Opening hour for Exposition gates: 8 o'clock in the morning.

Closing hour for Exposition gates: 11 o'clock at night.

Price of admission to grounds: Adults, 50 cents; Children, 25 cents.

Government buildings on Exposition grounds open at 9 o'clock in the morning and close at 6 o'clock in the evening.

The Jamestown Exposition has three miles of water front—two and a half miles on Hampton Roads and half a mile on Boush Creek.

Two sides of the Exposition grounds are enclosed by a high wire fence, covered with honeysuckle, crimson rambler rose and trumpet creeper vines.

The Exposition's great military drill plain contains thirty acres, surrounded by trees and pretty walks.

A canoe trail, two miles long and twelve feet wide, runs from Boush Creek, which flows into Hampton Roads through the most interesting part of the Exposition grounds.

A romantic winding trail, called Flirtation Walk, follows along Canoe Trail for more than a mile.

A fine beach extends along the Exposition grounds for a mile.

The various State buildings are all near the water front.

From the State buildings can be seen ships and steamers going out to sea and coming in from all parts of the world.

The Jamestown Exposition is a historical study of the past 300 years.

The prevailing style of architecture at the Exposition is the Colonial.

Many of the exhibit buildings and all of the States' buildings are to be permanent structures.

More than a million flowers, shrubs and trees are already growing on the grounds and others are being planted.

The Exposition police force will be the Powhatan Guards, 175 strong, commanded by a United States Marine officer.

The Powhatan Guards will be a military body as well as a military police, and will be on duty at all times until the close of the Exposition.



LOVERS' LANE, EXPOSITION GROUNDS

Jamestown Exposition Buildings

The Hall of Congresses: 236 feet long and 160 feet wide, with wings 62 feet wide.

Auditorium: 150x250 feet.

Mining and Metallurgy Building: 100x250 feet.

Smelter: 50x100 feet.

Manufactures and Liberal Arts' Palace: 280x550 feet.

Machinery and Transportation Palace: 280x550 feet.

States' Exhibits Palace: 300x500 feet.

Hygienic and Medical Building: 100x250 feet.

Pure Foods Building: 90x300 feet.

History and Historic Art Palace: 124x129 feet.

Education Building: 124x129 feet.

Pocahontas Hospital: 50x85 feet.

Mothers' and Children's Building: 60x100 feet.

Children's Model Playground: 50x32 feet.

Model School: 35x45 feet; Model School-room, 25x32 feet.

Iron shops, in Arts and Crafts Village: 48x50 feet.

Pottery Shops, in Arts and Crafts Village: 48x50 feet.

Copper, Silver and Woodworkers' Shops, in Arts and Crafts Village: 44x137 feet.

Textile Building, in Arts and Crafts Village: 53x88 feet.

Grand Piers: 2,400 feet long, from Exposition grounds into Hampton Roads, 800 feet wide; connected by cross pier 1,200 feet long at a distance of 2,400 feet from shore.

Water space in Grand Basin, formed by Grand Piers: 280 acres.

Points of Historic Interests

Near the Jamestown Exposition grounds are a navy yard, a ship building plant, an arsenal and the most formidable fortress in the United States. Around the city of Norfolk, near which the Exposition is to be held, are many fine hotels, club houses, yacht clubs and fine beaches.

The territory in this vicinity has been the scene of more bloody battles, which occurred during the Revolutionary War, the War of 1812 and the Civil War, than any other part of America.

At Hampton Roads, just off the Exposition grounds, was fought the great battle between the Monitor and Merrimac, during the Civil War, the first battle between ironclads. The fortification from which a land force of Confederates participated in this battle are on the Exposition grounds.

Richmond, the capital of the Southern Confederacy and an important point in history, is only a few hours' ride from the grounds.

Petersburg, where the closing battles of the Civil War were fought, is near by, and Appomattox, where General Lee surrendered, is about three hours' distant.

Cape Henry, where the ships of Newport's flotilla first anchored in America, and made their first landing in April, 1607, is only six miles from the Exposition grounds. The old Cape Henry lighthouse, erected in 1691, still stands, although 215 years old.

A United States wireless telegraph station is located at Cape Henry.

Jamestown Island, where the first permanent settlement of English-speaking people was made in America, is two hours' run from Norfolk. Here are still to be seen the remains of the old settlement of three centuries ago and a museum of old historic relics of the early days of America.

Craney Island, at the mouth of the Elizabeth river, near Norfolk, is another point in American history.

The famous Shenandoah Valley, the scene of many great military operations in two wars, is only a few hours' ride from the cities of Hampton Roads.

Virginia Beach, Ocean View, Pine Beach, Old Point Comfort, and other famous seaside resorts are within a few minutes' ride by trolley from the Exposition grounds.

Fortress Monroe, immediately across Hampton Roads, is the largest American fort, and one of the strongest, best equipped

and most picturesque military points in the world, dating back from 1614.

Midway between Fortress Monroe and the Exposition is Fort Wool, an adjunct to the larger fortification, recently improved and strongly equipped.

The United States Naval Hospital at Portsmouth, where aged and disabled sailors are cared for at the Government's expense, is the largest institution of the kind in the country.

Near the Exposition is the great Norfolk Navy Yard, which employs more than 3,000 men and has cost the Government more than \$20,000,000.

At Newport News, just across Hampton Roads from the Exposition, is the great ship yard where so many battleships, cruisers, torpedo boats, destroyers and sub-marines have been built. Here, also, is the largest dry dock in the world.

Yorktown, where at last the great British army laid down its arms in the American Revolution, is only a few miles from the Exposition.

Some Jamestown Exposition Attractions

Greatest military spectacle the world has ever seen.

Grandest naval rendezvous in history.

International races by submarine warships.

Competitive flights of airships from all countries.

Magnificent pyrotechnic reproduction of war scenes.

Reproduction of the famous battle between the



TEXTILE BUILDING.

Jenkins

Exclusively Sterling Silverware
Manufacturers and Retailers

Jenkins

216 NORTH CHARLES STREET

BALTIMORE, MD., U. S. A.

FAMILY SILVER

INCORPORATED

WEDDING SILVER

STRICT ATTENTION GIVEN TO MAIL ORDERS

USE OUR CELEBRATED SILVER POLISH



"DIRECT FROM MANUFACTURERS TO USER"

Exquisite Articles for Table, Toilet and Desk

OUR OWN MAKE

Upon receipt of satisfactory references from any National Bank or responsible business house, Jenkins & Jenkins, Inc., will send on approval selections from their stock to any part of the United States or Europe.

Monitor and Merrimac, at the place where that battle was fought.
Great museum of war relics from all nations and all ages.
Indian relics of three centuries.

A beautiful colonial city of buildings owned by the various States of the Union.

The largest motor boat regatta ever held.

Unique and gorgeous night harbor illuminations.

Greatest gathering of warships in the history of the world.

International yacht races in which the countries of the world will participate.

Prize drills by the finest soldiers of all nations and by picked regiments of the United States and State troops.

Races of dirigible airships for commercial use.

Races of military airships of different nations.

Field athletic contests between champions of all great nations.

An exact reproduction of the old town of Jamestown as it was three centuries ago.

The largest military parade ground in the world.

The greatest military and naval parades ever witnessed.

More naval and military bands than were ever assembled in time of peace.
Industrial exhibits showing the progress of the world during three centuries.

Wonderful technical exhibits by the leading nations of the world.

An immense forestry exhibit.

A magnificent tobacco palace.

King Cotton in all stages from the growing plant to the finished fabric.

A beautiful palace built of coal.

A complete Japanese village, showing all phases of Japanese life, made by the government of Japan.

United States Life Saving Corps in daily demonstrations of life-saving methods.

Greatest array of gorgeous military uniforms of all nations ever seen in any country.



ARTS AND CRAFTS VILLAGE.

More members of royalty of different countries than ever assembled in peace or war.

A great living picture of war with all of its enticing splendors.

The grandest military and naval celebration ever attempted in any age by any nation.

Contests of skill between soldiers and sailors of different nations.

Daily inspection of warships in the harbor and troops in camp.

Special Alaska and Philippine exhibits by the United States Government.

Special Indian exhibits by the United States Government.

Special Negro building and exhibit by the United States Government.

MARYLAND CASUALTY COMPANY

Baltimore, North and Fayette Streets

BALTIMORE, - - MARYLAND

Assets, \$3,691,447.50

Surplus to Policy Holders, \$1,722,046.77

This Company writes the following insurances: Personal Accident, Health, Automobile Liability, Employers' Liability, Public Liability, Burglary and Theft, Sprinkler Leakage, Elevator, Steam Boiler, Fly Wheel, General Water Damage, Physicians' Defense, Plate Glass, General Liability, Teams Liability, Vessel Liability, and all other classes of Casualty Insurance.

Its wide experience, abundant assets, and efficient management assure permanence. Its liberal policy forms, quickness in settling claims, and the fairness of its methods make satisfied policy holders.

A POLICY HOLDER IN THE MARYLAND OBTAINS POLICIES THAT PROTECT

Full information and attractive literature on any of the above branches will be sent if you address
DESK B, PUBLICITY DIVISION.



MARYLAND COMMISSION ON THE STEAMER DANVILLE

The State of Maryland

BY HON. EDWIN WARFIELD, GOVERNOR OF MARYLAND

THE three great epochs in American history have been commemorated by expositions. In 1876 the end of our first century of independence was celebrated at Philadelphia in a manner that profoundly impressed our people and demonstrated that the United States possessed the spirit and the resources that were fast making her the greatest Government on the globe.

In 1892, following the suggestion first made by the *Baltimore Sun*, the four hundredth anniversary of the discovery of the Western Hemisphere by Columbus was signalized by the World's Fair at Chicago. That Fair brought the whole world together in a grand display of its progress to commemorate that historic event. The growth of the North American Continent during those four centuries was exhibited there in a marvelous and instructive way.

The Louisiana Purchase Exposition emphasized what was accomplished during the hundred years that elapsed since the acquisition of this vast Western domain by Thomas Jefferson in 1803.

Now, in 1907, we celebrate in the Jamestown Exposition the foundation on which all the other events and epochs in American history are based. It is to me a most inspiring thought that here, where the seeds of freedom were planted, we are to have a great exposition to show its best fruits, after 300 years of unparalleled growth and expansion. The planners of this Exposition acted wisely in seeking something more than material bigness. We are to have here the proofs of what our nation has wrought in culture, education, skill and the refinements which show the development of the human intelligence. It will be no sectional event, but the rejoicing will be the anniversary of the whole nation in the midst of history and in the presence of great things.

Here, where the wisdom of manhood suffrage was first shown, where the problems of democracy were practically solved, where great American principles were grounded and lived, must surely come to us that inspiration which will make us better citizens and arouse in us supreme confidence in the grandeur and certainty of our future. I predict that this Exposition will lift the South to a higher, freer and finer plane than she has ever known. And I believe that, having demonstrated her qualities and having gathered here the models of her work, she will set new standards for the future.

Those virtues of leadership which began 300 years ago, and which have grown strong and better with the years, are with us yet, and the South should be prepared not only to yield new leaders in art, literature, education and culture, but to furnish more Presidents of the United States. For today, in her homes and in her public offices, are men as able and as strong as she has ever had.

The past appeals to us with all of its splendid history and traditions, but nothing in it can equal the present material prosperity of the South or the quality of manhood which is controlling and increasing these wonderful results, while the future, with the present as its starting point, holds in it all the best that destiny can give.

In every part of the vast Exposition Maryland will be represented. Our farmers and our growers, our fishermen and our oystermen, our manufacturers and our railroads, will show what Maryland has done and is doing; will exhibit to the world the fact that our resources are as varied as those of any State in the Union, and that no city makes more needful and useful things than are produced by the industries of Baltimore.

The Maryland Building is dedicated to hospitality and to our historic achievements, and the work we are doing in education and art. In it will be all the warmth, all the fullness and all the charm of Maryland's traditional hospitality.

In it will be an exact reproduction of the old Senate Chamber of the ancient State House at Annapolis, in which George Washington resigned his commission as Commander-in-Chief of the Continental Army.

We Marylanders are proud of the history of our State, and venerate the deeds of our forefathers. Therefore, I ask your indulgence while I briefly tell you the story of Maryland. She stands as the seventh in the original galaxy of thirteen States, because she was the seventh to adopt the Constitution forming the permanent Union. The very foundation of the colony of Maryland was of national importance, because the principle of religious toleration was introduced by the founder. From the time of the landing at St. Mary's until today liberty of conscience has been the fundamental right of every person in Maryland.

Much has been written upon the subject of the Act of Toleration of 1649. The true history may be briefly stated. Cecilius Calvert, being vested with extraordinary power over a great territory, determined to found there a free English State, where all the rights and liberties of every English freeman would be protected. To do this he divested himself and his heirs of the princely prerogatives granted to him by his charter. He caused to be drafted at home, and then adopted by the freemen of Maryland, codes of laws which transferred English institutions to Maryland. By orders, proclamations and conditions of plantation, he strengthened and fortified these institutions thus transplanted. Believing that Magna Charter and the right of petition guaranteed every Englishman the right to liberty of person and security of property, he was wise enough to see and brave enough to declare that these rights were worthless without liberty of conscience. He, therefore, adopted and declared that to be the principle on which the foundations of Maryland should be laid. From the first he intended to secure all those rights, privileges and franchises, not alone to Roman Catholics, nor yet alone to Englishmen, but to all Christian people of all the nations of the world.

In doing this he was supported by the whole social influence of the Roman Catholics of England and by the power of the Society of Jesus.

Under this institution the Puritans settled at Providence, the Quakers at West River, and the Presbyterians on the Patuxent. It gave shelter to the Huguenots after the massacre of St. Bartholomew, and to Roman Catholics from the murders and burnings of San Domingo.

Notwithstanding its repeated external overthrow by force or faction, it has always been imbedded in the life of the people. In the wars, insurrections, revolutions, rebellions and civil broils which swept the province in its earlier days, neither life, liberty nor property has ever been sacrificed in the

fury of religious fanaticism. Blood has been shed in the struggles of factions, but no man has ever been put to death on account of his religion in Maryland.

The growth of popular government was early manifested in colonial Maryland. In the very first Assembly, in 1635, every freeman was entitled to a seat and voice in the proceedings. The second Assembly was held in 1637, and the freemen rejected the code of laws offered by Lord Baltimore, although liberal and just, claiming the right to originate legislation for themselves. Thus began the fight in Maryland for the rights of the freemen.

In 1739 the Assembly successfully opposed taxes being imposed without its consent, and this fight went on until 1765, when the attempt to place taxes by Parliament and the tea tax of 1767 so aroused the people that the protest was universal throughout the colony.

In the limits of this article it is impossible to mention the leading events of her history in detail.

On October 19th, 1774, without disguise and in the open day, her citizens burned the brig Peggy Stewart and her obnoxious cargo of tea.

In August, 1776, in front of Brooklyn, it was "Maryland's Four Hundred" under the intrepid Gist, that charged the British Grenadiers six successive times and saved Washington's army, and was its rear guard in the masterly retreat through New Jersey.

And in every war of our country on land or on sea, her sons have been in the forefront of the fighting.

In the ways of peace she has also been prominent. The first steam railroad in America was built here and the first electric railway operated. It was a Marylander who invented the sickle knife for reapers, and the first successful self-raking reaper was constructed by a native of Howard County.

A great fire in February, 1904, swept over the heart of our metropolis and destroyed business property to the extent of \$75,000,000. While the flames were still raging our merchants began to lay plans for rebuilding. Generous offers of pecuniary aid were made by other localities but they were declined with thanks, and Baltimoreans rebuilt their city unaided. The spirit of her ancient people rests with the Old State still.

Maryland is famous for its hospitality. You, who visit the Jamestown Exposition will be welcome here, whether you come as friends or as patrons of her merchants and their industries.

NATIONAL BANK OF COMMERCE

26 SOUTH STREET : : : : BALTIMORE, MARYLAND

Capital,	-	-	-	\$300,000.00
Surplus Profits,	-			\$320,000.00
Deposits,	-	-		\$3,000,000.00

EUGENE LEVERING, President

JAMES R. EDMUNDS, Vice-President and Cashier

MAGRUDER POWELL, Assistant Cashier

A COMMERCIAL BANK

Special Attention Given to Collections.

Accounts Solicited on Favorable Terms.

Special Arrangements by Agreement.



THE WOMAN'S COLLEGE OF BALTIMORE.



MODEL SCHOOL.



POCAHONTAS HOSPITAL.

Maryland and Virginia

By HON. CLAUDE A. SWANSON, Governor of Virginia

JOHN JASPER, a celebrated negro preacher of Richmond, in his sermons frequently remarked that there were four kinds of people in the world—Hottentots, Huguenots, Abyssinians and Virginians; that these included all. After meeting visitors from my sister State, I wish to name a fifth class, peculiarly charming and attractive—the Marylanders. A Virginian remarked recently, when he died he wished to die in old Virginia, because the transition from there to heaven would be less abrupt and the change less sudden than from elsewhere. I feel sure that all Virginians will concur with me in saying that if this transition from earth to heaven can't be had in the Old Dominion, the next best locality from which we would desire to have it would be Maryland, since, next to Virginia, the change from there would be less abrupt. There is no State in this Union for which Virginia entertains a warmer regard, a higher esteem and a deeper reverence than for Maryland.

Both of these illustrious Commonwealths belong to America's aristocracy of States, since they are included in the thirteen original colonies. Maryland was once a part of Virginia, and Virginia parted with her very reluctantly. It was only by a force of arms that Virginia consented to lose so fair and desirable a province. The first naval battle of America was fought in the Pocomoke River, on the 23rd day of April, 1635, between the vessels of Clayborne, a Virginian, and Leonard Calvert, for control of Maryland. I must be frank enough to confess that in this, the first naval battle of the Western World, the Marylanders were triumphant and defeated the Virginians. Thus, Maryland early gave indication of that supremacy and genius in naval warfare which afterwards, through her illustrious sons, Stephen Decatur and Winfield Scott Schley, wrote the brightest chapters in the naval achievements of this nation. I am proud to salute a Commonwealth which can furnish, not to this nation, but to the world, two such immortal heroes. I can not refrain from conveying to this splendid State my profound admiration for her in being the first organized government to be founded upon the eternal principle of the absolute freedom of human conscience in matters of religious worship and belief. The Toleration Act of Maryland, passed in 1649, is the first recorded legislative act of the world where absolute freedom of religious worship and belief were permitted. This great Commonwealth has the glory of being the pioneer of all others in preserving the integrity and the absolute freedom of human thought and conscience. A Commonwealth possessed of such a proud distinction may well have her brow ever decked with a diadem of praise and fame.

During the Revolutionary War, Maryland and Virginia stood shoulder to shoulder; both became battle-scarred with suffering, and crowned with Revolutionary triumphs. Her Samuel Chase and her Charles Carroll were Revolutionary patriots whose eminent service ranked with the best. Maryland



HYDRANGEAS, EXPOSITION GROUNDS.

has produced eminent sons, whose genius has made that Commonwealth resplendent and illustrious. Her William Wirt and William Pinkney were famous orators who have given to speech new charms and graces, and taught to eloquence new powers. She alone of the Commonwealths of this nation could furnish in Roger Taney a fit successor for Chief Justice Marshall, of Virginia. Her Francis Scott Key, the author of the "Star-Spangled Banner," furnished the battle-hymn of the republic, whose soul-stirring notes have animated brave hearts and made them carry Old Glory through many fields of carnage and danger to heights of victory and glorious triumph.

As the Chief Executive of this State, and in behalf of the people of Virginia, I gladly welcome Maryland to participation in this Exposition. Her contributions to national greatness and glory justly entitle her to full participation and high station in the coming exercises. No State in the Union will receive a warmer and more loving welcome than that extended to our sister State of Maryland, whose people have ever been friendly and generous to Virginia, alike in our days of prosperity and power, and in our dark hours of suffering and despair.

That beautiful and stirring tune, "My Maryland," almost awakens in the heart of a Virginian as much enthusiasm and delight as it does in the heart of a Marylander.

Citizens National Bank

BALTIMORE, MD.



Capital, . . . \$1,000,000
 Surplus, . . . \$1,950,000
 Deposits, . . . \$7,000,000

JOHN S. GIBBS, . . . President
 DAVID AMBACH, . . . Vice-President
 WM. H. O'CONNELL, . . . Vice-President
 ALBERT D. GRAHAM, . . . Cashier



A strong, conservatively-managed Bank, which meets the requirements of its Customers with a spirit of fairness to all interests concerned. ❁ ❁

"Born" in Baltimore—"Raised" Everywhere

GANS BROS.

Makers of

UMBRELLAS
AND PARASOLS

100-102-104
HANOVER STREET

BALTIMORE, MD.

New York Branch,
467 Broadway



"LET US SERVE YOU."

Burgess-Hammond Co.
ABLE "MONROE" BURGESS, Manager.

Caterers

Successors to
JAMES A. HARRIS

512-514 St. Paul St.

Branch, 546 Dolphin St.
BALTIMORE

Every requisite furnished for Weddings, Receptions, Lunches,
Dinners, Teas, Germans, &c.
Fine Decorated and Plain China, Silver, Glass, Linen, Gilt and
Bent-wood Chairs, Tables and all Table Appointments for Hire,
Waiters, Maids, Footmen and Canopies furnished.
Fancy and Plain Cooking a specialty. Special attention paid to
preparing Chesapeake Diamond Back Terrapin, and Old Virginia
Smithfield Hams.

FRANK A. FURST, President JOHN T. DAILY, Secretary
FREDERICK W. FELDNER, Treasurer

Maryland Dredging
AND
Contracting Company



RIVER AND HARBOR
IMPROVEMENTS



General Contracting

Office, 803-4-5 Fidelity Building
BALTIMORE

Maryland

Rubber Company

Wholesale Rubber Boots and
Shoes, Oiled and Rubber
Clothing, Hose, Belting, Drug-
gists' Sundries ❁ ❁ ❁ ❁

35 Hopkins Place, Baltimore,
Maryland.



MACHINERY AND TRANSPORTATION BUILDING

The Jamestown Ter-Centennial Exposition

BY PRESIDENT TUCKER

"MR. PRESIDENT, OUR DISTINGUISHED GUESTS, LADIES AND GENTLEMEN:

"Standing upon an eminence of three centuries of achievements the American Republic pauses today to celebrate in fitting manner, the ter-centennial of its birth on the banks of the tawny James. The steadiest head grows dizzy, the strongest nerve agitated, while the pulse of the lionhearted assumes the motion of the triphammer in the retrospect of the marvelous progress of 300 years. The origin of ancient Rome, Greece and of other countries that in their day have controlled the destinies of the world are shrouded in mystery or preserved in fable by poetic fancy, and even more modern nations find it difficult to point with historic accuracy to the date of their birth. Even our own mother land, endeared to us by so many ties, finds it difficult in the incursions of the Norsemen, the piratical invasions of the Angles and Saxons and the misty origin of the ancient Briton to determine either its paternity or the birthday of the kingdom. More fortunate than these, or any of them, is this American Republic, not only in its knowledge of the date of its birth, but in the possession of the names and characters of those who first faced the dangers of the sea, and then the dangers of the savage and forest, in the founding of the greatest republic of modern times. And so we gather today in the presence of this distinguished company, representing not only our own country, but the mother country, and with few exceptions every civilized nation of the world, to celebrate the ter-centennial of the birth of America.

"This day brings with it a twofold joy, in that it marks the ter-centennial of the birth, not only of the American Republic, but also the birth of Virginia, the oldest American colony, both coincident and simultaneous. By Divine prescience the infant republic was first hidden in the bulrushes of our Virginia Nile and nurtured by its mother, Virginia, the daughter of the king, whom Providence had placed in waiting on the banks of the river, that she might be the first to give to her offspring those impressions of infancy so necessary to high and noble character in maturity.

Greetings to Birthday Party

"We greet you therefore this day, Mr. President and honored representatives of the great powers of the earth, at the birthday party not only of the American Republic, but of Virginia also—the first, the oldest of the American colonies.

"When the Federal convention was once on the eve of dissolution it was the venerable Benjamin Franklin who gave utterance to those remarkable words: 'God governs in the affairs of men, and if a sparrow cannot fall to the ground without His notice, is it probable that an empire can rise without His aid?' Those of us who agree with Franklin do not believe that the birth of the nation on the soil of Virginia was accidental. For, from the inspired Book, are we not taught that he who would attain the bliss of eternal life must be born again, and in our subsequent history may we not see the analogy between man and a nation? For, if the first birth of our republic was at Jamestown on the 13th of May, 1607, will it be denied that the second birth, necessary to its immortality, took place at Yorktown, on the soil of old Virginia, on the 19th of October, 1781?

ESTABLISHED 1835

Merchants National Bank

BALTIMORE, MARYLAND



DOUGLAS H. THOMAS, President
J. CLEVELAND WANDS, Asst. Cashier

WILLIAM INGLE, Vice-Pres. and Cashier
JOHN B. H. DUNN, Asst. Cashier

Capital \$1,500,000.00

Surplus and Undivided Profits \$900,000.00

Deposits \$12,000,000.00

Total Assets \$16,000,000.00

DIRECTORS

DOUGLAS H. THOMAS,
President

FRANCIS E. WATERS,
Of Surry Lumber Co.

CHAS. A. WEBB,
Of A. L. Webb & Sons, Alcohol,
Spirits, Oils and Naval Stores

JOHN S. GITTINGS,
Of J. S. Gittings & Co., Bankers

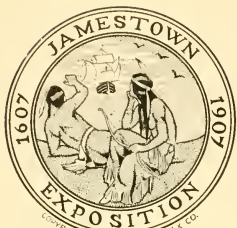
WILLIAM H. CONKLING,
President, Savings Bank of Baltimore

AUSTIN McLANAHAN,
Of Alex. Brown & Sons, Bankers

JAMES L. SELLMAN,
Of James Bonday, Jr. & Co.,
Salts, Etc.

WILLIAM INGLE,
Vice-President

Accounts of Banks, Bankers, Corporations and Individuals Solicited



Warm Tribute to Lee

"The success of this day recalls the name of Fitzhugh Lee. His great zeal, his cheery nature, his greatness of soul and his charming personality contributed as much as any other cause to enlist the interest of the country in this great project. He possessed a zeal that accomplished something; a heart that loved something; a faith that believed something, and a patriotism that was ready to die for something. Whether following the plow or the bugle or the serious work of this enterprise he

Ever with a frolic welcome took
The thunder and the sunshine.

"Honor beat with his blood, and all things high came easy to him; he fetched his life from men of royal siege! The very government under which he lived was fashioned into shape and usefulness by his maternal ancestor, George Mason, whose brazen image in yonder city keeps watch over Virginia's great son. Upon the sire's side, what a pedigree! From the hour when our race first planted foot upon Virginia's soil, some Lee has made her annals illustrious, and one has made her name to flame over the earth with such fierce light as to blind the stars in their courses.

"And among the innumerable, the constant, the never-ending acts of kindness always so cheerfully bestowed upon this enterprise by President Roosevelt and by his great, noble Secretary of War, who honor us with their presence this day, we cherish none more cordially than those delicate acts of sympathy extended to us, and the honor so graciously accorded the remains of our great chieftain in the hour of our bereavement. Such acts will live forever in the hearts of all Virginians.

"But, Mr. President, it has been your proud privilege to do much to turn the public mind toward high ideals, and we humbly trust that it may yet be your privilege to do much more for the cause of civil liberty. You have boldly challenged to battle those who in your judgment would curtail this ancient principle; the final outcome cannot be in doubt; an iron nerve, a dauntless courage—with which you are happily possessed—will be your support throughout the conflict. It was in the darkest days of our Revolutionary period, when the cause of liberty seemed doomed, that Washington, Virginia's great son, declared: 'Leave me but a banner to plant upon the mountains of West Augusta, and I will rally around me the best who will raise our bleeding country from the dust and set her free.' The descendants of these men still abide on Virginia soil; you know the mettle of their pastures. As the successor of Washington, in your great office, if you feel that the cause of civil liberty today is endangered by domestic instead of foreign foes, let me invite you, standing on the sacred soil of Virginia, to which liberty is an indigenous plant and patriotism an evergreen, to plant the banner of liberty once again in the mountains of West Augusta, a country enriched with the best blood of Americans, North and South, and there rally around you her sons, whose men of might today are worthy of their sires, and with them raise your 'Bleeding country once again from the dust and set her free.'

A Prayer for Peace

"My heart's desire and prayer to God is that when these gates, which we this day open, shall be closed in November next, and the fleets of the world which gracefully ride these waters shall have turned their prows homeward, that all the nations of the earth here represented, with mutual respect and admiration increased and strengthened by their friendly intercourse, may be cemented by the ties of an everlasting friendship that shall encircle the earth in one continuous band of amity and peace, and that those of our own people who have gathered here from every part of these United States for the purpose of kindling anew the fires of liberty in their hearts from these ancient altars, or with open hearts to renew the friendships of olden days, may with one heart and one voice joyfully unite in the aspiration of Massachusetts' great orator: 'Liberty and Union, one and inseparable, now and forever.'"



THE AUDITORIUM AND HISTORIC BUILDINGS

Baltimore, Maryland.

THE CROWN OF THE CHESAPEAKE

The Maryland Commission to the Jamestown Exposition

Commissioners

HOPE H. BARROLL,	Chestertown
CARTER LEE BOWIE,	Collington
OLIVER D. COLLINS,	Snow Hill
FREDERICK M. COLSTON,	Baltimore
CHARLES A. COUNCILMAN,	Glyndon
S. FRANK DASHIELL,	Princess Anne
RICHARD S. DODSON,	St. Michaels
ALLAN FARQUHAR,	Sandy Springs
REUBEN FOSTER,	Baltimore
WM. S. GOLDSBOROUGH,	Greensboro
JOHN H. JAMAR,	Elkton
DAVID G. MCINTOSH,	Towson
J. MARTIN McNABB,	Macton
SEYMOUR MANDELBAUM,	Baltimore
LYNN R. MEEKINS,	Baltimore
JAMES W. OWENS,	Annapolis
W. J. PRICE, JR.,	Centreville
JACOB RORHBACK,	Frederick
JOHN B. SHANNON,	Frostburg
JOHN K. SHAW, JR.,	Baltimore
T. HERBERT SHRIVER,	Union Mills
PALMER TENNANT,	Hagerstown
DOUGLAS H. THOMAS,	Baltimore
GEORGE M. THOMAS,	Charlotte Hall
JOHN WARFIELD,	Baltimore

Officers

FREDERICK M. COLSTON, Chairman,	216 East Baltimore St., Baltimore
CARTER LEE BOWIE, Vice-Chairman,	503-505 Carroll Building, Baltimore
DOUGLAS H. THOMAS, Treasurer,	Merchants National Bank, Baltimore
LYNN R. MEEKINS, Secretary,	510 Fidelity Building, Baltimore



LOVERS' LANE.

Executive Committee

FREDERICK M. COLSTON,
CARTER LEE BOWIE,
REUBEN FOSTER,
DAVID G. MCINTOSH,
LYNN R. MEEKINS,
DOUGLAS H. THOMAS.

The Ladies Auxiliary

MRS. JOHN RIDGELY, of Hampton
MRS. JESSE TYSON, of Baltimore
MRS. HENRY W. ROGERS, of Baltimore
MRS. LLOYD LOWMEDES, of Cumberland
MRS. E. E. JACKSON, of Salisbury

President,

MRS. JOHN RIDGELY

Secretary,

MRS. HENRY W. ROGERS

Treasurer,

MRS. JESSE TYSON



DRIVEWAY AT EXPOSITION.

Tolchester Company Excursions

TOLCHESTER BEACH THE GREAT FAMILY RESORT

Big Steamer LOUISE
Two and Three Times a Day

ROUND TRIP 25 CENTS
FAMOUS MEALS 50 CENTS

Bon Ton—Annapolis and West River Excursions

Naval Academy and State House
A Beautiful Trip—Popular Steamer
EMMA GILES

ROUND TRIP 50 CENTS

Port Deposit, Betterton and Susquehanna River Excursions

The trip of trips and lots to see

Favorite, Fast New Steamer
SUSQUEHANNA

ROUND TRIP 50 CENTS

Way Down the Bay and Little Choptank River Excursions

150 Miles Excursions

Steamer EMMA GILES Lots to See

ROUND TRIP 50 CENTS

SEE DAILY PAPERS FOR DAYS AND HOURS

JOSEPH Di GIORGIO, President

HENRY J. BUCK, Treasurer

IRVING K. WARD, Sec. and Gen'l Auditor

CABLE ADDRESS, "ATLANFRUCO"

...THE... ATLANTIC FRUIT COMPANY

IMPORTERS OF TROPICAL FRUITS

General Offices, Calvert Building
BALTIMORE, - MARYLAND

Baltimore Division, 109 S. Charles St.

New York Division, Pier 9, East River

Baracoa, Cuba

Philadelphia Division, 121 Walnut St.

Jamaica Division, Port Antonio

Sagua de Tanamo, Cuba

Joint Resolution No. 5, Laws of 1904

JOINT RESOLUTION BY THE LEGISLATURES OF MARYLAND AND VIRGINIA



VIRGINIA STATE BUILDING

RESOLVED by the General Assembly of Maryland, That the Governor be and he is hereby requested to appoint a commission of thirteen representatives to represent the State of Maryland, and to attend the Jamestown Exposition on the shores of Hampton Roads, Virginia, on the 13th of May, 1907, which commission shall submit to the next General Assembly of Maryland such suggestions as to them may seem desirable concerning the legislation necessary to carry out the objects and purposes of this commission.

Laws of Maryland, 1906

CHAPTER 779

"AN ACT to appropriate the sum of sixty-five thousand dollars for the use of the commissioners appointed by the Governor, under the authority conferred on him by Joint Resolution No. 5 of the Acts of 1904, and to enable them to have the State of Maryland suitably represented at the Jamestown Exposition in the year 1907, and to authorize the Governor to enlarge said commission."



RHODE ISLAND STATE BUILDING

WHEREAS, The Legislature of Virginia has passed a Joint Resolution requesting the Governor of that State to invite the co-operation and assistance of each and every other State in this Union, in order that each of them adopt the necessary measures to be suitably and appropriately represented at the Jamestown Exposition to be held in May, 1907; and,

WHEREAS, The Governor of Maryland in transmitting to this General Assembly, at the request of the Governor of Virginia, the said Joint Resolution, has recommended the adoption of such measures as in its judgment may be deemed best to enable Maryland to be properly and appropriately represented at the said exposition; therefore, be it



MISSISSIPPI—THE JEFFERSON DAVIS HOME

WHEREAS, By Joint Resolution No. 5 of the General Assembly of Maryland, in the Acts of 1904, the Governor of the State was authorized to appoint thirteen commissioners to represent this State at the Jamestown Exposition, to be held in the year 1907, and said commissioners, after visiting the grounds, have reported favorably upon the position assigned to the State of Maryland, and upon the progress of the work in preparing for said Exposition; and,

WHEREAS, The cordial relations existing between the people of the States of Maryland and Virginia, and the numerous ties both of friendship and trade, which bind them together, justify a liberal response on the part of this State in contributing to the success of an exposition which is commanding world-wide attention, and enlisting the active support of the National Government and of the States of the Union; and,

WHEREAS, It is desirous that the commission having the interests of the State in charge be representative and influential, now, therefore,

ARMSTRONG, CATOR & Co.

BALTIMORE



IMPORTERS AND JOBBERS OF

Notions, White Goods, Silk Goods
and Millinery

W. G. RASCH

H. B. GAINOR.

RASCH & GAINOR,

IMPORTERS & MANUFACTURERS

WINDOW SHADES, PORTIERES, MOSQUITO CANOPIES,
LACE CURTAINS, CURTAIN POLES, HAMMOCKS.

No 32 HANOVER STREET, SOUTH.

BALTIMORE, MD.



MANUFACTURERS' BUILDING

SECTION 1. Be it enacted by the General Assembly of Maryland, That the Governor be and he is hereby authorized, in his discretion, to enlarge the number of commissioners appointed under authority by Joint Resolution No. 5 of the General Assembly, Acts of 1904, to the number of twenty-five; and also to appoint an auxiliary commission of five women to assist said commission in the discharge of their duties.

SEC. 2. And be it enacted, That the sum of sixty-five thousand dollars, or so much thereof as may be necessary, be and is hereby appropriated to said commission, to be used for the purpose set forth in the preamble of this Act, and the Comptroller of the State is hereby authorized and directed to draw his warrant on the Treasurer of the State, for the payments of such requisitions, to the extent of this appropriation, as may from time to time be made upon him by the said commission, said requisition to be signed by the chairman of the said commission and be countersigned by its treasurer, to be accompanied by the estimate of the expenses for which the money so drawn is to be applied.

SEC. 3. And be it enacted, That this Act shall take effect from the date of its passage.

Approved April 5, 1906.

The joint resolution of the Legislature of 1904, under which the Maryland Commissioners to the Jamestown Exposition were appointed, directed that they should submit to the next General Assembly of Maryland such suggestions as to them seemed desirable concerning legislation necessary to carry out the objects and purposes of the Commission. The Legislature had recognized the importance of the Exposition, but made no appropriation for the expenses of the first Commissioners.

In 1905 the Governor appointed the thirteen commissioners, as follows: Mr. Douglas H. Thomas, Captain Frederick M. Colston, Mr. Daniel Baker, who resigned and Hon. Jacob Rohrbach was appointed, Colonel David G. McIntosh, Mr. Herbert T. Shriver, Mr. Palmer Tennant, Mr. R. S. Dodson, Mr. Oliver D. Collins, Mr. Allan Farquhar, Colonel James W. Owens, Mr. Carter Lee Bowie, Senator S. Frank Dashiell, and Mr. Lynn R. Meekins.

These Commissioners met for organization in the Fidelity Building by invitation of the Governor on the 4th of December, 1905; all being present except Senator Dashiell. They were welcomed by the Governor who assured them of his hearty co-operation in their work. Mr. Owens called the body to order and Mr. Douglas H. Thomas was elected temporary President, and Mr. Lynn R. Meekins was elected temporary Secretary. The following permanent officers were then chosen:

Chairman, Mr. Frederick M. Colston.

Secretary-Treasurer, Mr. Lynn R. Meekins.

W. E. ARNOLD COMPANY

MANUFACTURERS AND IMPORTERS

WINDOW SHADES, LACE CURTAINS

PORTIERES, TRUNKS, ETC. . . .



21 South Charles Street, :: Baltimore, Md.

THIRD NATIONAL BANK

DEPOSITORY OF THE UNITED STATES, STATE OF MARYLAND AND CITY OF BALTIMORE

Condensed Statement From Official Report to the Comptroller of the Currency Showing
Condition at the Close of Business May 20, 1907

RESOURCES		LIABILITIES	
Loans and Discounts	\$1,950,302 98	Capital Stock	\$500,000 00
Baltimore City Stock	572,732 21	Surplus and Profits	140,599 15
Stock and Bonds	90,961 98	Circulation	223,000 00
U. S. Bonds to Secure Circulation	223,000 00	Bonds Borrowed	241,000 00
U. S. Bonds to Secure U. S. Deposits	87,000 00	Bills Payable	100,000 00
Other Bonds to Secure U. S. Deposits	241,000 00	Deposits	2,800,796 51
Real Estate, Furniture and Fixtures	61,506 94		
Cash and Sight Exchange	776,891 55		
	\$1,005,395 66		\$4,005,395 66

WE TAKE advantage of this opportunity to extend our thanks to our many customers who have placed us in a position to publish this excellent statement of our financial condition, and by their continued assistance we hope to gain the business of many financial institutions, corporations, firms, individuals and trustees.

INTEREST PAID ON SPECIAL ACCOUNTS

..... OFFICERS.....

ROBERT M. SPEDDEN, President
ROBERT H. SMITH, Vice-President

A. B. CROUCH, Cashier
T. ROWLAND THOMAS, Asst. Cashier

..... DIRECTORS.....

William J. Donelly
G. W. Gail, Jr.
E. H. Ray

Robert M. Spedden
Murray Vandiver
Alfred E. Booth

John J. Kelly
Thomas J. Fitzgerald
W. R. Hammond

S. B. Medairy
Robert H. Smith
Peter E. Tome

Louis F. Young
J. William Middendorf
John W. Hall



STATES EXHIBIT BUILDING

The executive Committee was appointed consisting of Frederick M. Colston, Carter Lee Bowie, Reuben Foster, David G. McIntosh, Lynn R. Meekins and Douglas H. Thomas.

Two other Committees were appointed, one on Legislation, consisting of Messrs. Owens, McIntosh and Tennant, and one on Finance, consisting of Messrs. Thomas, Baker and Bowie.

The Commissioners began work at once and made arrangements for a trip to the Exposition Grounds. The party left on the Old Bay Line Steamer, Virginia, on December 13th, and spent the next day inspecting the grounds. On the return trip, December 14th, a meeting was held on the ship and it was decided to ask the Legislature to appropriate for the Building and Exhibit of Maryland at the Exposition the sum of \$100,000 00.

It was voted to advise a colonial structure in harmony with the general plans of the Exposition Company, to cost from \$30,000 to \$40,000, and that the State Exhibit be along historical and educational lines.

Reports presenting the views of the Commission were made to the Governor under date of December 15th, and to the Legislature when it met in January. The Commissioners held a call meeting on January 10th, and laid their lines for work at Annapolis. Following the meeting the representatives of the business bodies of Baltimore met the Commission and for two hours there were speeches and interchanges of views from the leading business men of the city.

This resulted in a cordial approval of the Legislature and in a concerted action of the Baltimore business organizations at Annapolis. The Commissioners took a party of members of the Legislature to the Exposition Grounds in February. On January 18th, a public meeting was held in Baltimore, where speeches were made by Mr. Colston, Mr. James W. Owens, Mr. Lynn R. Meekins, Mr. O. D. Batchellor, the General Counsel of the Exposition Company, and others. This resulted in the appointment of a Committee to urge the appropriation from the Legislature.

Letters and statements of the work of the Exposition were sent to thirty organizations in Baltimore, and general interest was aroused in the project. The Commissioners made various trips to Annapolis and gave their time and efforts to the work. The result was an appropriation of \$65,000. The Commission was increased to 25 with a Ladies' Auxiliary of 5.

The Commissioners held their first regular meeting after the adjournment of the Legislature on April 10th. Previous to this meeting the Committee had sent a letter to the leading architects asking their views upon the general ideas of the Commission for an architectural design characteristic of the

The DROVERS and MECHANICS NATIONAL BANK

OF BALTIMORE, MD.

Capital, \$600,000.00

Surplus and Profits, \$388,000 00

OFFICERS

JAMES CLARK
President

PAUL A. SEEGER
Vice-President

CHAS. S. MILLER
Cashier

EDWIN P. HAYDEN
Asst. Cashier

DIRECTORS

James Clark
F. C. Wachter

Paul A. Seeger
Dr. M. H. Carter

Chas. Adler
Hamilton G. Fant

J. H. Schaeple
Geo. W. Kirwan

Robt. D. Hopkins
Samuel Rosenthal

United States Government and City Depository

SAFE DEPOSIT BOXES FOR
RENT

FOREIGN AND DOMESTIC TRAVELERS'
CHECKS ISSUED

FIRE AND BURGLAR PROOF

.. The ..

Commonwealth Bank

Howard and Madison Streets.

STATE DEPOSITORY.

SAVINGS DEPARTMENT.

Interest $3\frac{1}{2}$ Per Cent.

Large or Small Sums Received.

Notary Public.

Interest Bearing Certificates of Deposit Issued.

SAFE DEPOSIT BOXES.

James R. Wheeler, President. Geo. Yakel, Vice-President.
John R. Hooper, Cashier. M. H. OULD, 2nd Vice-President.

DIRECTORS:

James R. Wheeler,
Jesse F. Ely,
George Yakel,
Jordan Stabler,

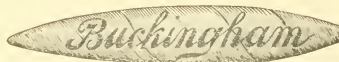
Joseph G. Valant,
Jefferson J. Walsh,
Robert Biggs
Murray Vandiver.

Marion H. Ould,
Dr. Thos. A. Ashby,
Andrew C. Snodder,
John R. Hooper.

We would like to

C. U. B. A.

smoker of the



BUCKINGHAM BROS.,

...MAKERS...

405 W. Baltimore St., Baltimore, Maryland.



PINE FOREST.

State and embodying strong historical significance. It was hoped to include some feature of the State Capitol, and to secure a commodious house following old colonial lines with plenty of modern porches. The architects of the city replied endorsing the general scheme.

At the meeting of April 10th, Messrs. Frederick M. Colston, David G. McIntosh, Douglas H. Thomas, Carter Lee Bowie and Lynn R. Meekins were appointed a Committee to select the design and to make arrangements for the Maryland Building.

The question of site furnished considerable difficulty. Two sites were assigned and declined. Finally it was decided that the Maryland site be selected in conjunction with the Virginia Commissioners if possible, but that the Commissioners go to Norfolk and Sewell's Point, and decide upon a site on its general advantages, especially in regard to the water front, bearing in mind that proximity to Virginia was desirable, all other things being equal. The Commissioners made this trip and succeeded in combining all the conditions and in securing a site which was regarded as the best on the grounds. The Commissioners, at a subsequent meeting, endorsed this selection.

At the meeting of April 10th, Mr. Lynn R. Meekins resigned as Treasurer and Mr. Douglas H. Thomas was unanimously elected. The Merchants Bank was selected as depository for the Commission's funds. It was ruled that no money be drawn out except on the signature of two of three officials, the three to be the Chairman, the Treasurer and the Secretary; all vouchers and checks to be signed by two of these three.

Douglas H. Thomas, Jr. Esq., was selected architect of the Maryland Building, and he proposed a structure following closely "Homewood," on Charles Street extended, Baltimore. This design was accepted.

Advertisements were placed in all papers of Baltimore calling for bids for the building.

The contracts were awarded to the lowest bidders; the Betts-Hayden Company for the building, and C. F. Meislahn and Company for the interior work. The total cost of the building was about \$36,000. Its extreme length is 140 feet; main building 70 by 64 feet; the Senate Chamber 40 by 36 feet; entrance hall 25 by 38 feet. The host of the building is Mr. J. William Baughman, of Frederick, and the hostess is Miss Mary Lynn Robbins, of Cumberland.

The Commission allowed \$5,000 of its appropriation for a horticultural exhibit, which is in the States Exhibit Building, under the charge and direction of Professor Thomas B. Symons.

Connected with the same exhibit is the display of the oyster industry and survey, under Dr. Caswell Grave.

The geological exhibit in the Mines Building is under the direction of Dr. William Bullock Clark, with Dr. Eugene H. Sapp, assistant.

The special industrial committee is Mr. J. Harry Tregoe, chairman, Mr. W. W. Cator, Mr. E. K. Pattison and Mr. James Preston. This committee was largely responsible for the Baltimore House of Welcome.

The Maryland Building was opened formally April 27; Maryland Day is September 12, and Homecoming Day is October 19. Baltimore Day was June 27.

The Maryland Building was furnished under the direction of the Ladies' Auxiliary Committee, who had an appropriation of \$1,200 for the purpose.

The Baltimore... ...Medical College



Preliminary Fall Course begins September 1.

Regular Winter Course begins September 20.



Liberal Teaching Facilities; Modern College Buildings; Comfortable Lecture Hall and Amphitheaters; Large and Completely Equipped Laboratories; Capacious Hospitals and Dispensary; Lying-in Department for Teaching Clinical Obstetrics; Large Clinics. Send for Catalogue, and address

DAVID STREETT, M.D., Dean,
BALTIMORE, MD.

College of Physicians and Surgeons OF BALTIMORE, MARYLAND

...FACULTY ...

THOMAS OPIE, M.D., *Emeritus Professor of Gynecology*
CHARLES F. BEVAN, M.D.,
Professor of Principles and Practice of Surgery, Clinical and
Genito Urinary Surgery and Dean of the Faculty
WILLIAM SIMON, PH.D., M.D., *Professor of Chemistry*
J. W. CHAMBERS, M.D.,
Professor of Surgical Anatomy, Operative and Clinical Surgery
GEORGE J. PRESTON, A.B., M.D.,
Professor of Physiology and Diseases of the Nervous System
N. G. KEIRLE, A.M., M.D.,
Prof. of Medical Jurisprudence and Director of Postmortem Institute
WILLIAM F. LOCKWOOD, M.D.,
Prof. of Principles and Practice of Medicine and Clinical Medicine
ISAAC R. TRIMBLE, M.D.,
Professor of Anatomy and Clinical Surgery
GEORGE W. DOBBIN, A.B., M.D.,
Professor of Obstetrics and Gynecology
WILLIAM ROYAL STOKES, M.D.,
Professor of Pathology and Bacteriology
HARRY FRIEDENWALD, A.B., M.D.,
Professor of Ophthalmology and Otolaryngology
WILLIAM S. GARDNER, M.D., *Professor of Gynecology*
EDWARD N. BRUSH, M.D., *Professor of Psychiatry*
C. HAMPSON JONES, M.B., C.M. (FEDERICO), M.D.,
Professor of Hygiene and Public Health
JULIUS FRIEDENWALD, A.M., M.D.,
Prof. of Diseases of Stomach and Director of Clinical Laboratory
JOHN REHRICH, M.D.,
Prof. of Diseases of Children, Therapeutics and Clinical Medicine
CARY B. GAMBLE, M.D., *Professor of Clinical Medicine*
Thirty-Sixth Annual Session will begin October 1, 1907
New building; modern equipment; unsurpassed laboratories;
large and independent Lying-in-Asylum for practical Obstetrics.
Department for Prevention of Hydrophobia, and many Hospitals
for Clinical Work present to the medical student EVERY ADVANTAGE. For Catalogue and other information apply to
CHARLES F. BEVAN, Dean
Corner Calvert and Saratoga Streets, - - - Baltimore, Md.

THE NATIONAL EXCHANGE BANK

Hopkins Place, German and Liberty Streets
BALTIMORE.

CAPITAL, \$1,000,000.00
Surplus and Profits, \$665,000.00

WALDO NEWCOMER, - - - President
SUMMERFIELD BALDWIN, - - - Vice-President
CHARLES R. DORSEY, - - - Vice-President
R. VINTON LANSDALE, - - - Cashier
WM. J. DELCHER, - - - Asst. Cashier

CORRESPONDENCE IS INVITED

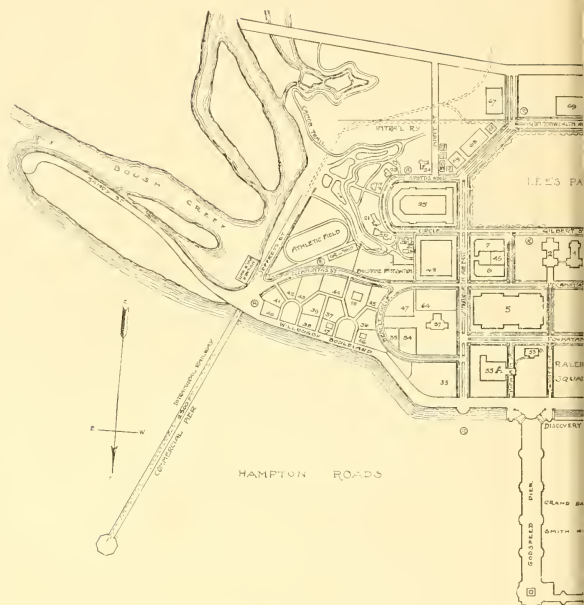
Women's Medical College of Baltimore

TWENTY-SIXTH ANNUAL SESSION



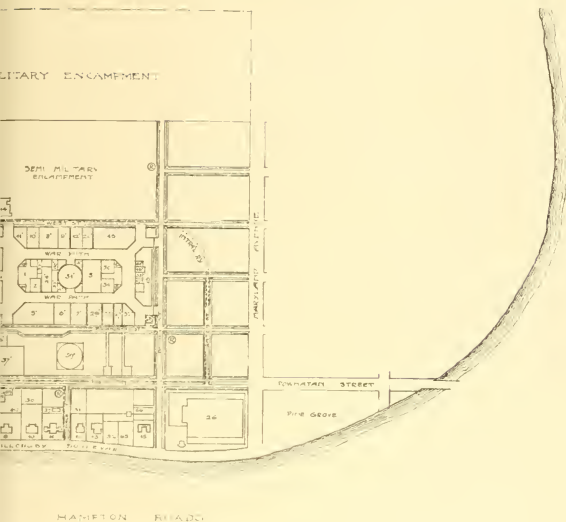
Classes are small, and special attention paid to teaching each individual student. Thorough clinical and laboratory instruction. Unusually large out-door obstetrical service. Terms moderate. For information address

S. Griffith Davis, M.D., Dean,
1100 McCulloh Street, - - - BALTIMORE, MD.



KEY TO BUILDINGS

- | | | |
|-------------------------------------|-------------------------------------|---|
| 1 Auditorium and Convention Hall | 27 North Dakota | 52 Leedy Cigar Factory |
| 2 History and Historic Art | 28 Walter Baker & Co. | 53 Riverside Nursery |
| 3 Education and Social Economy | 29 Grand Trunk | 54 Palmer Concrete Blocks |
| 4 Manufacturers and Liberal Arts | 30 Old Virginia Corn Mill | 55 U. S. Government Exhibits, Main Building A |
| 5 Machinery and Transportation | 31 T. P. A. Building | a55 U. S. Government Fisheries Exhibits |
| 6 Marine | 32 Georgia | 56 U. S. Government Exhibits, Main Building B |
| 7 Mines and Metallurgy | 33 New York | b56 U. S. Government Smithsonian Institution and National Museum Exhibits |
| 8 Food Products | 34 Massachusetts | 57 Army and Navy Club House |
| 9 Pennsylvania | 35 Illinois | 58 Club for Enlisted Men |
| 10 Virginia | 36 Michigan | 59 The John Deere Plow Co. |
| 11 Maryland | 37 South Carolina | 60 Daughters of Confederacy |
| 12 Missouri | 38 North Carolina | 61 U. S. Concrete Co. |
| 13 Ohio | 39 Alaska | 62 Middletown Machine Co. |
| 14 Fire Department | 40 Florida | 63 American Locomotive Works. |
| 15 Mothers' and Children's Building | 41 Delaware | 64 Oregon and her Neighbors. |
| 16 Rhode Island | 42 Larkin Soap Co. | 65 West Virginia. |
| 17 Connecticut | 43 Woodmen of the World | 66 Louisiana. |
| 18 New Jersey | 44 Sawmill | 67 Baldwin Locomotive Works. |
| 19 Iron Shop | 45 Warehouse | 68 Private Residence |
| 20 Copper, Silver and Wood Shop | 46 Palaces of Commerce | 69 Power and Alcohol Building. |
| 21 Textile Building | 47 Horticulture and Floriculture | |
| 22 Model School | 48 Virginia Manufactures | |
| 23 Pottery Building | 49 Concentrating and Smelting Plant | |
| 24 Hospital | 50 Keystone Driller Co. | |
| 25 States Exhibit Palace | 51 American Hydraulic Co. | |
| 26 Inside Inn | | |



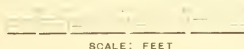
KEY TO WARPATH

- 1* Japanese Village
- 2* Tours of World
- 3* Old Jamestown
- 4* Arcade
- 5* Swiss Village
- 6* Battle of Merrimac and Monitor
- 7* Battle of Gettysburg
- 8* Pyramids of Egypt
- 9* Streets of Seville
- 9* Destruction of Frisco
- 10* Esquimaux Village
- 11* Educated Horse
- 11* Ride of Paul Revere
- 12* Baby Incubator
- 13*
- 13* Official Photographic Com.
- 15* Beautiful Orient (Cairo)
- 16* Shooting Gallery (Brown)
- 17* Crystal Palace (Kahn)
- 18* Postal Card Emporium
- 19* Soft Drinks
- 20* Pop Corn, Peanuts and Candy
- 21* Soft Drinks
- 22* Shooting Gallery
- 23* Shooting the Chutes
- 24* Animal Show
- 25* Tower and Revolving Parachute
- 26* Fairyland
- 27* Temple of Mirth
- 28*
- 29* Battle of Manassas
- 30* Palace of History
- 31* Traveler Electric Tower
- 32* Scenic Railway
- 33* Roast Beef Sandwiches
- 34* Trip to Unknown World
- 35* Palaces of Commerce
- 36* Labor Union Building
- 37* Japanese Tea Gardens
- 38* Public Comfort
- 39* Friede Steel Lift
- 40* Submarine Divers
- 41* Airship and Balloon
- 42* Philippine Restaurant
- 43*
- 44* Palmestry
- 45* Fighting the Flames

PLAN OF JAMESTOWN EXPOSITION ON HAMPTON ROADS, VIRGINIA

OPENS, APRIL 26, 1907 CLOSES, NOVEMBER 30, 1907

PRINCIPAL OFFICES, NORFOLK, VA.



SCALE: FEET

BOARD OF DESIGN FOR JAMESTOWN EXPOSITION

ARCHITECTS

J. HARLESTON PARKER
DOUGLAS H. THOMAS, JR.
JOHN KEVAN PEEBLES

ADVISORY ARCHITECT

ROBERT S. PEABODY

LANDSCAPE DESIGNER

WARREN H. MANNING

Capt. Frederick M. Colston, chairman of the Maryland Commission to the Exposition, in turning over the Maryland Building, said:

"*Mr. Batchelor:*—In behalf of the Maryland Commission to the Jamestown Exposition, I acknowledge, with thanks and appreciation, your kind words, which are cordially reciprocated. It is peculiarly appropriate that the Maryland Building stands next to that of Virginia—with no fence between—typical of those States which have adjoined from Colonial times; and from that time till now their boundaries have never been legally established.

"Virginia and Maryland have always stood together alike in feeling and in sentiment; united by many ties of blood and friendship. This Exposition will only tend to increase and cement the bonds which for nearly 300 years have united them.

"Governor Warfield: honored by your appointment, the Maryland Commission of the Jamestown Exposition is now prepared to point to the results of their labors. The design of our building was suggested by a young Maryland architect, Lawrence H. Fowler, and it was selected and has been executed by another Maryland architect, Douglas H. Thomas, Jr. It is copied from a house erected by Charles Carroll of Carrollton, of Maryland, the last surviving signer of the Declaration of Independence, and the hall in which we stand is a replica of the Senate Chamber in the State House at Annapolis, in which Washington resigned his commission to the Congress of the United States then assembled in that chamber.

"In this hall we have collected a series of historical portraits and documents which illustrate the glorious history of Maryland in the Colonial and Revolutionary period, among which is a copy of a letter from Washington to the then Governor of Maryland, dated at the 'Camp near York, October, 1781,' in which he announced the surrender at Yorktown, over vnder, of the British forces, which ended the War of the Revolution and made the Colonies free and independent States.

"That letter was sent by the hand of his aid-de-camp, Col. Tench Tilghman, of Maryland. In that letter Washington says:

"My present engagement will not allow me to add more than my congratulations on this happy event, and to express the high sense I have of the powerful aid derived from the State of Maryland in complying with my every request to the executive of it."

"We are proud to be able to say that every Governor of Maryland, from Thomas Sim Lee, in 1781, to Edwin Warfield, in 1907, has been equally responsive to his patriotic duties.

"I would not be doing justice to my own feelings or be unmindful of a sense of gratitude if I did not express the obligation which we owe to the faithful and untiring labors of the secretary of this Commission and of the women members of our Commission, headed by Mrs. John Ridgely, of Hampton, to whom we owe so much, and to whom, in a large degree, is owing the success of our exhibition.

"I now tender to you the keys to the Maryland Building of the Jamestown Exposition."

Governor Warfield in receiving the Maryland State Building from the commission, said:

"It gives me pleasure, Mr. Chairman, to receive from you these keys, which in this case typify work well performed, and I congratulate you, ladies and gentlemen of the Commission, upon the completion of this beautiful building in time for the ceremonies attending the opening of this historic Exposition. You have earned the praise, and the thanks as well, of all Marylanders for the intelligent and splendid manner in which you have performed this part of the work intrusted to you.

"In every vital movement or emergency in American history during the past 273 years Maryland has been among the first in action and always in the vanguard.

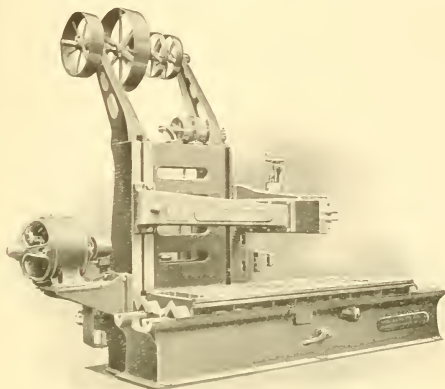
"More first things, from the first steamboat, and the first railroad, and the first telegraph, to the first revolution in printing, have come from Maryland than from any other State in the Union.

"It was my special privilege to be among the very first Governors in the United States to commend this Exposition to a Legislature, and Maryland was one of the first States to authorize a commission and to take action looking forward to the consummation which we witness here today.



FLORAL FENCE SURROUNDING JAMESTOWN EXPOSITION.

Horizontal
Drilling,
Boring and
Milling
Machines
•
Threading
and
Tapping
Machinery

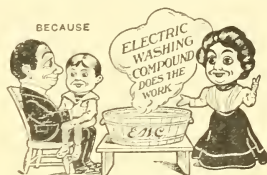


Special
Machinery
•
Navy
Gun Sights
•
Disappearing
Gun
Carriages

THE OPEN SIDE PLANERS—HIGHEST AWARD, CHICAGO, 1893.

THE DETRICK & HARVEY MACHINE CO., BALTIMORE, MARYLAND.

Nobody Works in Our Family, Not Even Our Old Man



THOUSANDS ARE USING IT, WHY NOT YOU?

Contains no Acids, Alkalies or Poisons

No Rubbing—No Washboard

5c. A CAKE
2 CAKES TO THE BOX

SOLD BY ALL GROCERS
OR SEND TO

ATLANTIC MF'G CO. BALTIMORE, MD.



EDWIN WARFIELD,
GOVERNOR OF MARYLAND.



HENRY ST. GEORGE TUCKER,
PRESIDENT THE JAMESTOWN TER-CENTENNIAL
EXPOSITION.



GOVERNORS WARFIELD AND SWANSON



FREDERICK M. COLSTON,
CHAIRMAN MARYLAND COMMISSION.



H. F. BAKER,
CHAIRMAN BALTIMORE CITY COMMITTEE.

Hutzler Bros.

BALTIMORE, MD.

Importers and Retailers of

Black and Colored Silks, Wool Goods, Women's
and Children's Apparel, Lingerie, Millinery, Shoes,
Linens, Wash Fabrics, and the other Stocks of a
High-Class Dry Goods Establishment. . . .

Mail orders receive prompt and efficient attention.

..BALTIMORE'S BEST STORE..

Hochschild, Kohn & Co.

Howard and Lexington Sts.

A THOROUGHLY EQUIPPED
==GENERAL STORE==

At the service of

Wholesale merchants who have unusual
or "broken lot" orders to fill.

Retail merchants with orders for goods not
in their stocks.

The public generally.

"The Store with an Ideal"



The newest and best Suits,
Wraps, Laces, Millinery, Silks,
Dress Goods, Linens, Domestics,
Waists, Art Wares, China, Glass-
ware, Housefurnishings, Uphol-
steries, Boys' Clothing, Books,
Shoes, Gloves and whatever else
is wanted

Joel Gutman & Co.

112 to 122 N. Eutaw Street

BALTIMORE . . . MARYLAND



MISS WARFIELD HOISTING THE MARYLAND COLORS AT THE LAYING OF THE
CORNERSTONE OF MARYLAND BUILDING



THE OLD CHURCH AT NORFOLK

"So it is but in line with her record to have Maryland first in readiness to receive the throngs which came yesterday, and which I hope will continue to come until the last day of November.

Beauty of the Building

"This building speaks for itself and will be the admiration of all visitors to these grounds. The interior decorations and the furniture reflect the refined taste, the practical judgment and the good sense of Maryland women.

"It was a display of wisdom upon the part of the men of the Commission when they decided to leave the supervision of the inside adornment to the ladies of the advisory board. Their work has been more than successful; it is simply admirable.

"I feel a profound satisfaction in accepting these keys, and in doing so I want it understood that



The most highly cherished Garment
of the well dressed woman :: ::

The
MARQUISE
WAIST

KINGAN'S

"Reliable" Brand



HAMS

BACON

LARD



KINGAN PROVISION CO.

355 NORTH ST., BALTIMORE, MD.

Established 1869

Incorporated 1906

C. J. YOUSE CO.

Manufacturers of

PAPER BOXES

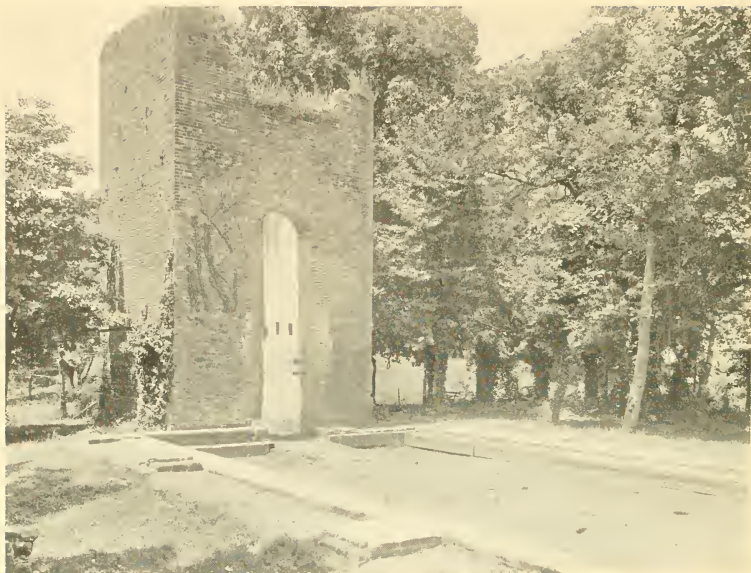
In Every Description



IMPORTERS OF
CHRISTMAS TREE ORNAMENTS
NOVELTIES, &c.



23 and 25 S. Gay Street, Baltimore, Md.



RUINS OF THE OLD CHURCH AT JAMESTOWN

I approve most unqualifiedly all that has been done by the Commission in the erection and equipment of this building.

"And I now, without delay, do with these keys what any well-trained Maryland gentleman would do under the same circumstances—heed the usage, the very proper usage of our State, and place them where they are held in every well-regulated home in Maryland. So, Mrs. Ridgely and ladies of the auxiliary committee, I deliver to you this sacred trust.

"We men of Maryland make mistakes and have our failings, and are weak even when we are strongest, but we always feel safe and are perfectly content when the ladies of the household carry the keys.

"I hand them over to you with my sincere acknowledgments of the great work your committee has done in keeping the Commission straight and putting the finishing touches to its work, and with the confident assurance that the custody and care of this attractive abiding place could not be under the supervision of five more competent, accomplished and distinguished Maryland ladies, 'to the manner born,' who have in their own lives demonstrated that the charm of Maryland homes and the fame of Maryland's hospitality rest upon the grace and gentle courtesy of her fair daughters.

Maryland and Virginia Ties

"My friends, I will not detain you to listen to patriotic platitudes which are so often the sum and substance of speeches on occasions like this, but I do ask that you will be patient with me while I briefly narrate the story of the friendly relations that have always existed between Maryland and Virginia, and their co-operation in making this great Republic.

"The foundation for the cordial relations between these two colonies was laid in 1609, when Lord Baltimore was a member of the Virginia Company, and was cemented 29 years later, when he with his wife and children had to abandon his colony in Newfoundland because of the rigorous climate of that island and take refuge at Jamestown.

"Because of his religion he at first met with some hostility, but the best people of the colony were so kind and hospitable to him that when he returned to England he left Lady Baltimore and his children in the care of the Virginians.

"Thus early in the history of the Old Dominion was the character of her people for hospitality established.

"It may also interest you to know that the first Governor of Virginia entertained at Jamestown, 273 years ago, the first Governor of Maryland.

WESTERN MARYLAND R. R.

To Or From The Great Jamestown Exposition

Make your trip in connection with
the Picturesque and Historic

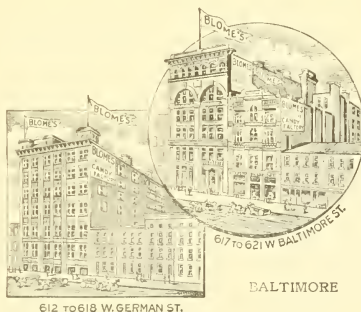
Western Maryland Railroad

Special Cheap Excursion Tickets are on Sale at Norfolk, to
Gettysburg, Blue Ridge Summit, Buena Vista Springs, Blue Mountain

Limited for return to 10 days, **\$5.00**
round trip rate being but

For illustrated matter describing the Gettysburg Battlefield or the numerous Mountain
and Health Resorts located on the W. M. R. R., address

F. M. HOWELL, Gen'l Pass. Agt., Baltimore, Md.



WHERE BLOME'S CHOCOLATES AND "GILT EDGE" CONFECTIONS ARE MADE



BIRD'S EYE VIEW OF EXPOSITION AND HAMPTON ROADS

"When the Ark and Dove, bearing Gov. Leonard Calvert and his band of pioneers to make the settlement of Maryland, reached American waters, their first harbor was Hampton Roads, yonder broad, beautiful and now historic sheet of water.

"The two little vessels, with their freight of adventurous men, after many lonely and weary days upon the great ocean—and it was a lonely age in which to be upon the great sea, for ships were rare, only seen 'from time to time, like pilgrims, here and there, crossing the waters'—dropped their anchors over there, opposite Old Point Comfort.

"The two ships, bearing the Maryland pioneers remained in these waters eight days, and it was during that period that Governor Calvert visited Jamestown and was entertained by Governor Harvey with that gracious and generous hospitality for which Virginia is still famed.

Calvert Visited Jamestown

"In 1685, John Hammond, one of the early chroniclers of Virginia and Maryland, wrote a description of the two colonies, which he designated as "Leah and Rachel, or, Two Fruitful Sisters—Virginia and Maryland."

Hammond, it is first settled in Virginia, the, like many of that colony, he was attracted by Lord Baltimore's government, having, as he says, "for 14 years served Virginia, the elder sister, I cast my eye on Maryland, the younger; grew somewhat of her temper, resolving that, when he had first served for Leah, he might fresh service for Rachel."

"Many Virginians followed the example of John Hammond and migrated to Maryland. Notable was the case with the Fairbanks and we are indebted to Virginia for giving us the progenitors of many of Maryland's leading families. After the Civil War thousands of Virginians came to Maryland and made their homes among us. We welcomed them as brothers, and many of them are among our most prominent and most highly honored citizens—clergymen, lawyers, teachers, business men, etc.—who have contributed greatly to the advancement of their adopted State, to its honor and glory and peace."

"By and large, the important thing that has happened down to the present time Virginia and Maryland have been connected, and indeed, to the Potomac River and the Chesapeake Bay. These broad waters have been the highways for the exchange of goods, property, the thousands of commodities, and for a stream of commerce, of ever-increasing volume.

"Under the old Articles of Confederation each of the States was almost a separate power, regulating its own internal and external commerce, holding the control of the navigable waters within its coasts and maintaining its own custom houses and tariff arrangements."

WM. J. DONNELLY

EDW. W. THOMPSON

CHAS. E. ANDERSON

Largest Local Fire Insurance Agency in Baltimore

Maury & Donnelly-
Williams & Thompson
Co.

General
Insurance Agents
and Brokers

Over Thirty Years of
Successful Business.



OUR NEW HOME
Commerce and Water Streets

Representing leading

English and American
Companies

whose records for fair dealing,
including the Baltimore and
San Francisco Conflagrations,
are unsurpassed : : :

Local and Long Distance Phones

IN THE HEART OF THE FINANCIAL DISTRICT OF GREATER BALTIMORE

BENJAMIN W. CORKRAN, Jr. President.
J. DENNY ARMSTRONG, Treasurer.
JOHN B. DOYLE, Director.

CAPITAL, \$600,000

T. DAVIS HILL, Vice-President.
LLOYD G. CORKRAN, Secretary.
HARRY J. WIENEKE, Director.

THE LARGEST PORK PACKING PLANT IN THE SOUTH



DAILY CAPACITY:

2,000 Hogs. 50,000 Lbs. Lard. 25,000 Lbs. Sausage.

STREETT & CORKRAN COMPANY

UNION STOCK YARDS, :: BALTIMORE, MARYLAND.

Maryland and Virginia Compact

"Maryland and Virginia, however, entered into a compact which made them, for purposes of trade, a single State.

"Before that compact no ship from the ocean could reach a port in Maryland without the consent of Virginia, or without complying with the regulations which Virginia might think fit to establish.

"No trader from Maryland could carry his wares to Virginia, and no trader from Virginia could carry his into Maryland without paying the tariff tax which might be imposed, respectively, by the two States.

"In order to preserve that harmony which it is equally the interest of the two States to cultivate, the Legislatures of Maryland and Virginia appointed commissioners to agree upon terms of mutual trade and good-fellowship as neighbors.

"Maryland appointed as her commissioners three of her most eminent citizens—Daniel of St. Thomas Jenifer, Thomas Stone and Samuel Chase.

"Virginia appointed Alexander Henderson and George Mason, the distinguished author of the first written declaration of the rights of the people that was ever penned by human hands, the Bill of Rights, which was afterward embodied in substance in the Declaration of Independence, in the Constitution of the United States and in the Constitution of Maryland—and, I believe, in the Constitutions of all of the States of the Union.

Made Compact of 1785

"Upon the invitation of George Washington these commissioners met at Mount Vernon and there formulated the Compact of 1785, which is still binding as the highest law upon the two States.

"By that compact Maryland acquired the free navigation of the Chesapeake, free trade was established between the two States, and Virginia acquired concurrent jurisdiction over the Potomac, a river which belonged exclusively to Maryland.

"The discussions and consultations growing out of these matters brought about stupendous results, for out of them came the first conference looking to the establishment of a more permanent union between the States, which was held at Annapolis in the old Senate chamber, of which this room is a reproduction.

"This conference inaugurated the movement that resulted in the convention which met in Philadelphia in 1787 and framed the Constitution of the United States.

"In shaping these events the greatest of Virginians, the greatest of Americans, had much to do. Without him the Constitution of the United States, as we have it, would not have been written, and having been written, without his influence would not have been adopted.

"On the soil of Maryland the crowning act of a great military career was enacted when at Annapolis, on December 23, 1783, in the old Senate chamber, of which this room is a counterpart, Washington finally sheathed his sword and returned to Congress his commission as Commander-in-Chief of the Continental Army.

Potent Factor For Good

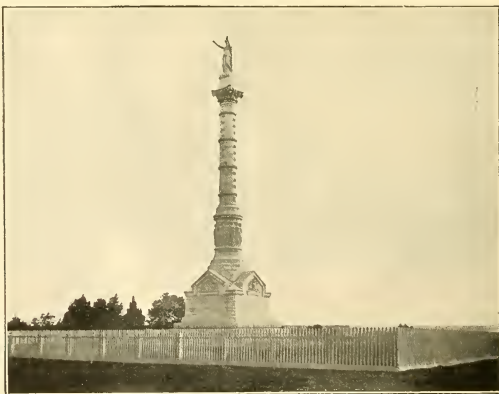
"We should feel a just pride in the fact that the spirit which animated the founders of Maryland and the fathers of the Republic survives today in their descendants, and that the influence of that same spirit in the sons of those patriots has been potent for good in both Maryland and Virginia.

"And it is a significant fact that the leading men who have served these two States as Governors, United States Senators and in other high places, have, with but few exceptions, had this inheritance.

"The same can be said of the Presidents of the United States. Every one of them has had the blood of the founders of the nation in his veins.

"Let us dedicate ourselves today to the work before us, and let us all unite in the determination to keep Maryland in the forefront until the close of this Exposition.

"The doors of this building will be kept wide open to welcome visitors from every State, every country, every clime, so that the fame of Maryland's greatness and the courtesy and hospitality of her people may be carried to every corner of the world."



MONUMENT AT YORKTOWN

Maryland's Record and Resources

FROM THE MARYLAND GEOLOGICAL SURVEY

THE STATE OF MARYLAND is the most Northern of the Southern States, and is situated between the parallels 37° 53' and 39° 44' north latitude, and the meridians 75° 4' and 79° 30' west longitude, the exact position of the western boundary being still undetermined.

Size

The extreme width of the State from east to west is 240 miles, and the extreme length from north to south 125 miles; the latter, however, narrowing towards the West where it becomes less than two miles at Hancock. Beyond this point it again broadens, although narrowing again at Cumberland to five miles. The total area within the limits of the State is estimated at 12,210 square miles, of which 9,891 square miles are land. The remaining 2,319 square miles are water, distributed as follows: Chesapeake Bay, 1,203; Chincoteague Bay, 93; smaller estuaries and streams, 1,023 square miles.

Counties

Maryland is divided into twenty-three counties and Baltimore City, of which Garrett, Allegany, Washington and the western part of Frederick comprise the mountainous region known as Western Maryland; the eastern part of Frederick, Carroll, Montgomery, Howard, Baltimore and Harford, and the western part of Cecil the Piedmont area, which is also referred to under the name of Northern-Central Maryland; Anne Arundel, Prince George's, Calvert, Charles and St. Mary's, commonly called Southern Maryland; and the eastern part of Cecil, Kent, Queen Anne's, Talbot, Caroline, Dorchester, Wicomico, Somerset and Worcester, known as Eastern Maryland. Of these twenty-three Counties all but seven lie upon navigable waters.

The earliest settlers in Maryland were Englishmen, whose descendants are now scattered all over the State, and comprise the leading element in the population. Many of the early settlers in the country adjacent to Pennsylvania were of German extraction, and their descendants are today numerous and influential.

Investigations from 1880 to Organization of Present State Geological Survey

The organization of the Johns Hopkins University in 1876 inaugurated a new period of scientific activity in Maryland that has meant much for the material advancement of the State. The authorities from the start recognized the importance of a thorough study of the physical characteristics of the region adjacent to Baltimore as well as the State. The organization of the Chesapeake Zoological Laboratory in the summer of 1878 under the immediate charge of Dr. W. K. Brooke marked the beginning of systematic work in this direction. A close association with the Maryland Fish Commission was affected, and in 1879 the Laboratory was stationed at Crisfield where an excellent opportunity was afforded for the special study of the oyster bed of the Chesapeake. The result of this work was subsequently published as a report of the Maryland Fish Commission in a volume entitled "The Development of the American Oyster."

The Geological Department was organized in 1883 when Dr. George H. Williams began his connection with the institution as an instructor in mineralogy. His appointment marks the beginning of a period of investigation of the geology and mineral resources of the State that has been carried on by his associates and successors continuously until the present day. It is certainly not claiming too much to say that this period is by far the most important in the study of the physical features of Maryland.

Almost from the first the members of the Geological Department have carried on their investigations in close co-operation with the United States Geological Survey and frequently as members of its staff. The results obtained have received wide publicity and have greatly benefited the State.



VIEW FROM WHARF OF OLD POINT COMFORT

Investigation of Present State Geological Survey, 1896 to Date

The Maryland Geological Survey was inaugurated in 1896 by the passage of an act of the General Assembly entitled "An act to establish a State Geological and Economic Survey, and to make provision for the preparation and publication of reports and maps to illustrate the natural resources of the State, together with the necessary investigations preparatory thereto." In 1898 and again in 1904 further acts were passed adding to the scope of the work as originally contemplated. The investigations now cover a wide variety of subjects including topography, geology, agricultural soils, climate, hydrography, terrestrial magnetism and forestry, as well as highway engineering. Reports covering all these subjects are issued from time to time as desirable material is collected. Ten volumes and many maps have already been published.

Physiography

The State of Maryland forms a portion of the Atlantic Slope which stretches from the crest of the Alleghanies to the sea, and which is divided into three more or less sharply defined regions known as the Coastal Plain, the Piedmont Plateau and the Appalachian Region. These three districts follow the Atlantic border of the United States in three belts of varying width from New England southward to the Gulf. Maryland is, therefore, closely related in its physiographic features to the States which lie to the north and south of it, while its central location on the Atlantic border renders the Maryland section perhaps the most characteristic in this broad tract. In crossing the three districts from the ocean border the country rises at first gradually and then more rapidly until it culminates in the highlands of the western portion of the State.

Waterways

The post-Lafayette and the post-Pleistocene submergences of the Coastal Plain have been of immense benefit to the inhabitants of Maryland. As a result of the drowning of the Susquehanna River ocean-going vessels are admitted as far inland as Georgetown, D. C., Baltimore, Havre de Grace and Chesapeake City. Valuable harbors also are provided, so that much commerce has been attracted to Maryland shores. Besides interstate and international trade which is thus favored by the configuration



HOTEL CHAMBERLIN, OLD POINT COMFORT

The Atlantic Transport Line

OF PASSENGER STEAMSHIPS

BETWEEN

NEW YORK AND LONDON

Pier, 39 North River, Every Saturday

Moderate Rates—Excellent Accommodations

PASSENGERS SAY THESE SHIPS ARE AS STEADY
AS A ROCK

9 Broadway, New York

201-207 Chamber of Commerce, Baltimore

“QUEEN OF SEA ROUTES.”

Merchants and Miners Transportation Company STEAMSHIP LINES

BETWEEN
BALTIMORE, NEWPORT NEWS,
NORFOLK,
BOSTON, PROVIDENCE.
BALTIMORE and SAVANNAH.
PHILADELPHIA and BOSTON.
PHILADELPHIA and SAVANNAH.



Only line to New England
Resorts via the Jamestown
Exposition

Accommodations and cuisine unsurpassed.

SEND FOR BOOKLET.

W. P. TURNER, Passenger Traffic Manager.

General Offices, LIGHT and GERMAN STREETS,

BALTIMORE, MD.

“FINEST COASTWISE TRIPS IN THE WORLD.”

of Chesapeake Bay with its deep exit to the high seas, trade within the State is greatly benefited by these waterways. That geologically recent submergence, whereby the river valleys carved in post-Pleistocene times were drowned for more than half their length, gave to the inhabitants of the Coastal Plain the most favorable facilities for easy and cheap transportation of their crops. The estuaries then formed are the entrances to tidal streams that penetrate into the very heart of the rich lands. They are generally of sufficient depth to admit the light draught steamers plying on the waters of Chesapeake Bay and the numerous wharves which are encountered on ascending any one of the navigable creeks testify to the readiness with which the people have availed themselves of their natural opportunities. In the proper season these wharves may be seen piled high with crates of fruit and other products which are being sent to Baltimore for distribution among the neighboring States.

Besides thus affording easy paths of intercourse with other important sections of the State the estuaries yield peculiar and characteristic products of their own. The same streams, which during the summer, are the arteries and highways of a commerce based on the product of the soil, become in winter the fields of one of Maryland's greatest industries—the oyster fisheries. Great quantities of these oysters are annually sent to Baltimore, and their gathering has given rise to a race of hardy fishermen and expert sailors only excelled by the cod-fishers who sail every year to the great banks of Newfoundland. The oyster canning industry, whereby the interior of the continent is supplied with canned oysters has also risen as an indirect result of the post-Pleistocene submergence. The diamond-back terrapin, the duck and the other wild fowl of the littoral marshes also deserve a place among the list of resources which the geographic history of the province has bestowed upon this State.

The Piedmont Plateau

The Piedmont Plateau, which is the name applied to the hilly country that borders the Coastal Plain on the west and extends thence to the foot of the Appalachian Mountains, is a low plateau of complex origin whose rolling surface is traversed by highlands and cut by valleys that at times trench the uplands as deep gorges. From the fact that the physiographic features of the Appalachian region which lies to the westward are contemporaneous in origin with those of the Piedmont Plateau it is reasonable to suppose that no sharp line can be drawn between the two districts. The boundary can in fact with almost equal propriety be placed at the foot of North Mountain as at the foot of the Catocin Mountain, although all things considered, it has seemed best in Maryland to divide the two regions at the point where the first pronounced mountain range is reached.

To the northward the Catocin and Blue Ridge highlands, with their South Mountain extension in Southern Pennsylvania, gradually decline to the level of the lower plateau, and the surface of the Piedmont hill country, with higher lands of inconspicuous elevation, extends to the foot of the Alleghany ranges. To the southward, on the other hand, the great valley is less pronounced, and the highlands of the Blue Ridge become a conspicuous part of the great Appalachian region. In the South, also, the name Piedmont has become so widely entrenched in usage for the district lying to the eastward of the Blue Ridge Mountains that it has seemed best to follow the same usage in Maryland.

Natural Resources of the Appalachians

The resources of the Appalachians are varied and valuable. The early settlers found the mountains clothed with dense forests of pine and hard wood, but they lacked the means for transporting the lumber to a ready market. Even now, with a canal and several railroads, the cost of hauling from the forest to the point of shipment is so great as seriously to reduce the profits of the lumbering trade.

The many varieties of soils in the Appalachians are closely related to the geological formations, and their distributions are clearly influenced by the geological structure. Since most of the higher hills and sharp ridges are due to the presence of heavy beds of silicious sandstone, the soils of the upper slopes are generally sandy and poor. Beneath these strata come beds of shales, which are sometimes calcareous, so that the lower slopes, hills, and subsequent valleys contain soil which, while somewhat stony, gives fair yields in wheat, corn, etc.

J. GEORGE MOHLHENRICH, PRESIDENT

GEORGE G. MOHLHENRICH, SECRETARY

THE RELIABLE FURNITURE MANUFACTURING CO.



SIDEBOARDS AND CHAMBER SUITES

FOR THE TRADE ONLY

SALESROOMS:

Lexington Ave. and 43rd St., New York.
1319 Michigan Avenue, . . . Chicago, Ill.
303 and 305 President St., Baltimore, Md.
and Neillsville, ... Wisconsin.

PRESIDENT AND FAWN STREETS, BALTIMORE, MD.

See Exhibit at the Jamestown Exposition—Inside Main Entrance

GEORGE SPINDLER

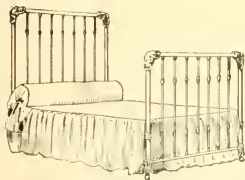
MANUFACTURER OF
UPHOLSTERED FURNITURE

CHURCH AND LODGE FURNITURE A SPECIALTY

608 and 610 W. Pratt Street, - - BALTIMORE, MD.



ALSO



Distributor of Marion Iron and Brass
Bed Co.'s Line

OF

MARION, INDIANA

TRADE MARK

Sanitaire

Iron Beds GUARANTEED TEN YEARS \$2 to \$25

The great valley, with its rich limestone soil and easy means of access from the North and South, forms a broad band of the most fertile lands in the State. If it had not been for the re-elevation of the Shenandoah plain this district would be most favorable to farming. As it is, the rolling surface and steep valley slopes are somewhat difficult to till with ease. The land is so rich, however, that the whole stretch of the valley is or might be under cultivation.



JOHNS HOPKINS HOSPITAL, BALTIMORE, MD.

Minerals

The mineral resources of Maryland have yielded a great variety of products, some of which afford the basis for important commercial enterprises, while others give promise of prospective value. Many of the Maryland minerals have been worked since the early colonial days, especially the brick clays and the iron carbonate. The Maryland coal deposits also early discovered have been the basis of an important industry for more than half a century. Still other mineral products have been developed within quite recent years, the annual value of the Maryland mineral output being steadily on the increase. The ancient crystalline rocks confined for the most part to the Piedmont region between the Catocin Mountains and the Chesapeake, have afforded the most varied mineral substances. Here occur the most important building stones—the slates of Delta and Ijamsville, the granite of Port Deposit, Woodstock, Ellicott City and Guildford; the gneiss of Baltimore, the marble of Cockeysville and Texas, the crystalline limestone of Westminster, and the serpentine of Cardiff, Broad Creek, and Bare Hills. In these oldest rocks occur also the ores of gold, copper, chrome, lead, and zinc. Iron ore is also found here, while all the flint, feldspar, kaolin and mica in the State must be sought for in these rocks. These older rocks also appear in the Blue Ridge district, where they form the Middletown Valley, and have yielded traces of copper, antimony, and iron.

Coals

The coal deposits of Maryland are confined to western Allegany and Garrett counties, and constitute a part of the great Appalachian coal field, which covers a portion of Pennsylvania, Maryland,

LLOYD L. JACKSON, President

HENRY M. WARFIELD, Vice-Pres.

R. E. LEE MARSHALL, Sec. and Treas.

THE SOUTHERN INVESTMENT AND SECURITY COMPANY

INCORPORATED UNDER THE LAWS OF THE STATE OF MARYLAND

Acts as Agent and Broker in All Lines of Business

BOARD OF DIRECTORS

Murray Vandiver, Havre de Grace, Md. Thos. H. Robinson, Belair, Md. Thornton Rollins, Baltimore, Md.
Henry M. Warfield, Baltimore, Md. Joseph C. Whitney, Baltimore, Md.
R. E. L. Marshall, Baltimore, Md. Walter R. Townsend, Towson, Md. Geo. F. Randolph, Baltimore, Md.
Frederick A. Savage, Baltimore, Md. Lloyd L. Jackson, Baltimore, Md.

EXECUTIVE COMMITTEE

Henry M. Warfield, Chairman

George F. Randolph

Frederick A. Savage, Secretary

BUYS AND SELLS LIFE INSURANCE

Room 501 Continental Building

BALTIMORE, MD.

Baltimore is the leading clothes-making centre of the world

Just as Baltimore is recognized as the leading clothes-making centre of the world, so are we recognized as the BEST clothes-makers of Baltimore. We give our personal supervision to every process of construction and by RETAILING DIRECT TO THE CONSUMER save so much that our prices are quite as famous for their lowness as our garments are famous for their quality. We are always first in the field with new styles, and in fit and finish our garments reach the zenith of perfection

Our suits cost \$10 to \$25
Our overcoats cost \$10 to \$35

LIKES, EERWANGER & CO.

The leading clothes-makers
of Baltimore are . . .

Likes, Eerwanger & Co.

Manufacturing Clothiers and Tailors:
Furnishers

8 — 10 — 12
East Baltimore Street

Virginia, West Virginia, Ohio, Kentucky, Tennessee and Alabama. Throughout the western portion of this field the rocks with their contained coal beds lie nearly horizontal, but to the eastward low folds that gradually increase in intensity are developed until the "cone-shaped" basins of Central Pennsylvania, Western Maryland, and Eastern West Virginia are reached. As a result of this increased folding eastward the coals have been metamorphosed through heat and pressure, with a relative reduction in the amount of volatile carbon, the coals gradually changing from the soft bituminous varieties with a further change to the hard anthracite still farther eastward in the anthracite field of Pennsylvania. In general the coal beds are thickest along the eastern margin of the field and thin westward. Many of



COLLEGE AND HOSPITAL OF PHYSICIANS AND SURGEONS.

the coal seams can be traced continuously over thousands of square miles, while others have only a local development.

The Maryland coals belong to the group of semi-bituminous coals, and possess great value for steam and smithing purposes. They are used extensively as fuel for locomotives, steamboats and factories, finding a ready market in Baltimore, New York, and elsewhere along the Atlantic border.

The Maryland coals occur in five basins, known as the Georges Creek basin, the Upper Potomac basin, the Castleman basin, the lower Youghiogheny basin, and the Upper Youghiogheny basin. The present production of coal for the market is almost exclusively confined to the first two basins. The far greater prominence of the Georges Creek has led to the application of the name "Georges Creek Coal" to most of the coal shipped from the State. Until within recent years practically all of this coal came from the Pittsburg seam, or "Big Vein," but the gradual exhaustion of this wonderful seam has led to the exploitation with most satisfactory results of many of the "small veins," both above and below the chief seam. There is unquestionably a great future for these smaller seams in Maryland, especially in the Upper Potomac basin in southern Garrett county, where they reach their greatest thickness. The total amount of coal in these small veins exceed many fold that originally contained in the "Big Vein."

MINOR C. KEITH, President

H. D. BUSH, Vice-President and Manager

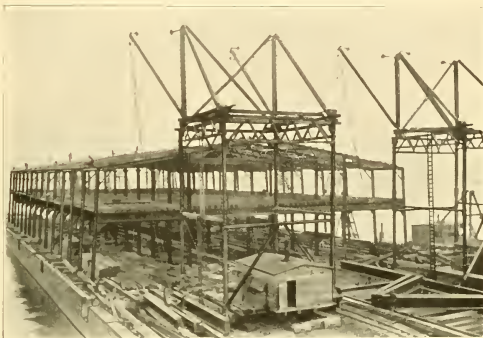
BALTIMORE BRIDGE COMPANY

BUSH STREET AND B. & O. R. R., BALTIMORE, MD.

BRIDGES
BUILD-
INGS

SUGAR
MILLS
COMPLETE
WITH
MACHINEERY

PIER
SHEDS
TANKS



Capacity
12,000
Tons per
Year

Special
Attention
to Export
Work

PIER 8—B. & O. R. R., LOCUST POINT

"FORM THE GOOD HABIT OF SAVING"

Maryland Savings Bank

S. W. Cor. Baltimore and Commerce Sts.

INTEREST AT THE RATE OF 3% PER CENT. PER ANNUM ALLOWED ON DEPOSITS

SUPPOSE you were for some reason to receive \$1 a week less wages, you would still get along, would you not? Why not, then, contribute \$1 to a Savings Account in this Bank?

IN YOUTH when your earning power is good make it a rule to deposit a part of your wages each pay-day in the Savings Bank.

WASTED pennies, nickels and dimes, when systematically saved, become the fertile seeds from which great fortunes grow.

WE DO NOT wish to criticise anybody's faults or shortcomings, but for the good of all—no matter in what station of life they may be—we want to educate them to SAVE MONEY.

THE BANK IS OPEN FROM 10 TO 3.
ON SATURDAYS FROM 10 A. M. TO 3 P. M.

OFFICERS:

DANIEL CLOUD, President
SUMMERFIELD BALDWIN, Vice-President
WILLIAM W. CLOUD, Treasurer
RICHARD M. DUVALL, Attorney

DIRECTORS:

Daniel Cloud Summerfield Baldwin Joseph D. Chesney
Howard T. Williams Theodore Mottu Horace Burroughs
J. Albert Hughes J. Ross Diegs Richard M. Duvall
J. S. Rawlings William W. Cloud

CONVENIENT HOURS

Daily, 10 A. M. to 3 P. M.
Saturday, 10 A. M. to 3 P. M.

CONVENIENT DEPOSITS

Fifty
Cents
Opens an
Account



Larger
Sums
also
Received

Central Savings Bank OF BALTIMORE

Southeast Corner Charles and Lexington Streets

3 1/2 PER CENT. INTEREST

The most important of the seams after the Pittsburg, or "Big Vein," are the Upper Sewickley, the Bakerstown, the Upper Freeport, and the middle and lower Kittanning, all of which are being successfully mined at the present time.

Although coal was discovered in the Georges Creek as early as 1782, the first eastern shipments from the Maryland Coal district were not made until 1830, when small amounts were transported by barges down the Potomac river. The first company was incorporated in 1836. Since the construction of the Baltimore and Ohio Railroad, in 1842, and of the Chesapeake and Ohio Canal, in 1850, the output from the Maryland mines has very rapidly increased, and more than thirty companies are now engaged in the mining of coal.

The average value of the output of the Maryland coal mines in recent years has amounted to \$5,500,000 annually.



NOTRE DAME COLLEGE.

Granites

The regions in Maryland where the granite and gneiss are most extensively worked are at Port Deposit, in Cecil county; in the vicinity of Baltimore; at Woodstock, in Baltimore county; and at Ellicott City and Guilford, in Howard county. Other areas in Howard and Montgomery counties, and in the District of Columbia contain some good stone, but is there quarried only for local use.

PORT DEPOSIT—The Maryland granite, which is perhaps best known outside of the limits of the State, is that quarried in the vicinity of Port Deposit. This town is situated on the Susquehanna river, three miles above its mouth, at Havre de Grace. It is one of the principal towns of Cecil county, and has good railroad connections with Philadelphia, Baltimore, Washington and Harrisburg. It is possible also for light crafts to ascend the Susquehanna as far as the town and receive their loads directly from the quarry. The value of the granites of this area was early recognized, and the rock was used by the settlers for the foundation of some of the oldest colonial dwellings.

The industry arising from the quarrying of the rock is, however, of somewhat later origin.

The Port Deposit granite is cut by several series of joints or parting planes which are so situated as to greatly facilitate the extraction of blocks of any desired size. Texturally the stone is marked by an indefinite lamination indicated by the shreds and flakes of black mica. In color the rock is light bluish gray, which in buildings gives a bright fresh appearance at first, and then gradually becomes somewhat darker through an accumulation of the dust and dirt of the atmosphere. Such a darkening produces a mellowed tone in the buildings which gives a pleasing effect. Chemically and physically this granite is very durable. The chemical and mineralogical analyses show no constituents easily removed by the weather, while the tests on its crushing strength (over 20,000 pounds per square inch), its absorption (0.19-0.25), and freezing thoroughly establish its durability under any circumstances to which it may be subjected.

Near Frenchtown, a few miles south of Port Deposit, is another body of granite similarly situated. Here the rock is of the same general character, but the small quarry opened in it has never been very highly developed. Other masses of similar granite, less favorably situated for commercial purposes, may be found on either side of the Susquehanna in the neighborhood of Port Deposit.

ELlicott City—The Ellicott City granite area consists of an irregular L-shaped mass, which has an extreme length of about five miles in an east and west direction, and a breadth varying from one-half to two miles. The quarries of Ellicott City are located on either side of the Patapsco River in Baltimore and Howard Counties, and the rock on which they occur extends on the eastern side of the Patapsco as far east as Ilchester, but on the western side only as far as Gray's Siding. The material on the Baltimore County or eastern side is a fine grained rock with a decided foliation of gneissic structure. On the opposite side of the river in Ellicott City itself it is more uniform and granitic. Here it also has a porphyritic structure in consequence of the development of large flesh-colored crystals of feldspar which are disseminated somewhat irregularly through the rock. The time of opening these quarries dates back probably into the last of the eighteenth century, but the details of their development are entirely wanting.

The opportunities for shipment and drainage are good. Those of the Ellicott City quarry are seldom excelled, as the opening is in the side of a hill so close to the tracks of the Baltimore and Ohio Railroad (main stem) that cars may be loaded simply by turning the derrick boom.

Probably no area of granite within the State shows so great variation in the texture and character of the rocks as that about Ellicott City. In the quarries on the eastern side of the river the rock appears quite schistose and homogeneous, and practically lacking in porphyritic crystals. Through it is scattered large patches of segregations of the darker minerals, which give to the rock the somewhat somber effect displayed by the Baltimore Cathedral. These patches do not weaken the rock, though they render the stone less attractive. On the other side of the river the stone has a distinctly porphyritic character, which gives to it a mottled effect. The increased amount of feldspar brightens the rock and the distribution of the crystals adds detailed variety to the structure in which it is used.

WOODSTOCK—Perhaps the best granite in Maryland for general building purposes is that which is found in the small area in the southwestern corner of Baltimore County near the railroad station of Woodstock, Howard County. Within this area, near the quarries, is the small town of Granite, which was formerly known as Waltersville. The granite mass forms a more or less oval, isolated area extending scarcely two miles northeast and southwest and a mile northwest, and southeast. Although so small, it is one of the most important economic areas within the State. The most striking feature of these quarries is the sharp demarkation of the systems of vertical and horizontal joints which are so prominent and so regular as to give the impression of cyclopean masonry.

The chemical composition and appearance of the rock are very satisfactory, and the physical tests on the crushing strength (20,000 pounds per square inch), absorption (0.23-0.25), and freezing show the rock to be all that could be desired for strength and durability.

The quarries about Baltimore are grouped around two centers, Jones Falls and Gwynns Falls. On the northern and western sides of the city, the location being determined by the facilities afforded by the shape of the country for opening and working the quarries on a horizontal plane. This method of working decreases the cost of handling the stone, avoids any expense or difficulty because of water.

and often furnishes a convenient and cheap dumping ground away from the rock bed which may be worked in the future.

Smaller quarries are found at different points within the Piedmont where the gneiss is worked to meet the local demand for foundations, crushed stone, etc.

The average value for the annual output of granites and gneisses in the State is about \$800,000.

Marbles

The marbles of Maryland have been known for their great value in building and monumental work since the beginning of the last century. They are confined to that portion of Maryland composed of the highly crystalline rocks of the Piedmont plateau. Those which are being worked at the present time occur in Baltimore County.

MARBLES OF BALTIMORE COUNTY—The chief quarries are located at Cockeysville and Texas, on the Northern Central Railway, about fifteen miles from Baltimore, and are separated from each other by a distance of a mile and a half. Although situated so close together and presenting but part of a single formation in the same valley, the quarries expose rocks showing many differences in composition, purity, coarseness of grain and texture, which have developed different industries in the two places. The rock at Texas is a coarse-grained marble of nearly pure carbonate of lime suitable for use as a flux or fertilizer, while that at Cockeysville is a finer-grained dolomitic marble, rich in magnesium and well adapted for building and decorative purposes.

The most interesting building material in the State of Maryland is called the "Potomac Marble," "Calico Rock," or "Potomac Breccia," which has been used occasionally for the greater portion of a century. The chief interest in this rock arises from the fact that, as stated by Merrill, it is "the only true conglomerate or breccia marble that has ever been utilized to any extent in the United States."

The conglomerate is found in several places along the eastern slope of the Blue Ridge, and has been quarried near Washington Junction, on the Baltimore and Ohio Railroad. The quarries are small affairs, which have been operated spasmodically. The one most actively operated is located about a mile east of the Washington Junction Station.

This rock was first brought into notice by Mr. B. H. Latrobe, superintending architect in the construction and repair of the Capitol and White House before and after the War of 1812. The columns which were then procured are still standing in the old House of Representatives, now used as Statuary Hall. The quarries whence they were obtained have never been fully developed, although Mr. Latrobe thought that he had found in the newly discovered marble of the Potomac an inexhaustible resource of the most beautiful building materials easily accessible by water.

Serpentine, or "Verde Antique," has been quarried in Maryland for many years, but the annual production has always remained small. As this rock enters into competition with some of the marble for interior decoration it has been frequently classed as a marble, although as far as the Maryland deposits are concerned it is in no wise related to the marble, however intimately interwoven with calcite veins it may be. The deposits are found in Cecil, Harford, Baltimore, Howard and Montgomery Counties, where they have been worked to a greater or less extent in the hope of obtaining good material for general building or interior decoration.

Slates

The slate produced in the quarries of the Peachbottom district of Maryland and Pennsylvania is the most widely known structural material manufactured within the limits of the State. Unfortunately Maryland has received little credit for its share in the industry although almost all of the productive quarries are situated within its limits. This apparent injustice has arisen from the fact that the shipping point for most of the quarries and the residence of many of the operators is Delta, Pennsylvania, a town lying at the foot of the Ridge which supplies the stock for the manufacture of slate. Delta is much larger and better known than its Maryland associate, Cardiff, from which it is only separated by the State boundary.

AMERICAN DISTRIBUTING CO.

A. L. WEBB & SONS' BRANCH

115 and 117 East Lombard Street

BALTIMORE, MD.

ALCOHOL

COLOGNE AND

VELVET SPIRITS



WM. KNABE & CO.

New York London Berlin Baltimore Washington

Clays

Clays suitable for the manufacture of common brick are widely distributed throughout the State. Brick-making began in Southern Maryland in colonial days, scattered references to the industry being found in the earliest records. It is evident that practically all of the common brick employed for building purposes in colonial days was made at the local brick yards.

The pottery clays include materials showing a wide range of composition. The clays suitable for the manufacture of stoneware are to be found at many points in the Patapsco formation, especially in Cecil County. At the base of the Patapsco formation in the same county there is often a bed of bluish-gray very plastic stoneware clay. Aside from these Cecil County stoneware clays the most important are those outcropping along the shore of the Chesapeake from Boekin Point southward.



MT. AIRY SALES ACADEMY

Clays suitable for the manufacture of yellow ware are to be found at a number of points in the Arundel formation and also in the Columbia, both of these formations being extensively drawn upon by the yellow and Rockingham ware manufacturers of Baltimore.

Limestones

The limestone and marble deposits of Maryland have been extensively burned for building and agricultural purposes. In the earlier days the burning of lime was carried on largely over the State, but in later times, since the introduction of phosphates and the improvements of transportation facilities the old quarries and kilns scattered so widely over the country have been for the most part abandoned. There are still several large industries in the marble belt in the Piedmont area and in the Blue Limestones of the Frederick and Hagerstown Valleys supplying lime for agricultural purposes, especially in the Frederick Valley. Many of the largest companies now located in Maryland are deriving their supply from more favorably situated deposits outside of the State.

. . . Baltimore . . .
Copper Smelting and Rolling Company

Smelters and Refiners of

COPPER

Matte, Bullion, Etc.

Electrolytic Copper, (B. E. R.
Brand)

Sheet Copper, Sulphate of Copper

Office, KEYSER BUILDING

WORKS AT CANTON

BALTIMORE, MD., U. S. A.

B. F. DEFORD, President

H. HOUGH, Secretary

THOS. DEFORD, Vice President

THE DEFORD COMPANY

—TANNERS OF—

Scoured Oak Backs and Belting Butts

BALTIMORE, MD.

=====
PURE CHESTNUT OAK BARK—NO EXTRACT USED

Another use to which the limestone in the State has been applied in recent years has been in the manufacture of asphalt blocks for street paving. These blocks are constructed of crushed and pulverized limestone, Trinidad asphalt, and a residuum of petroleum heated separately and thoroughly mixed and then combined under heavy pressure. These blocks have been used extensively in Washington and Baltimore in recent years.

Chrome

The chrome industry in Maryland originated in the discovery in 1827 of chrome ore in the serpentine of the bare hills of Baltimore County. Subsequently to that other deposits were found associated with the serpentine in Cecil and Harford Counties, as well as at other points in Baltimore County. Between 1828 and 1850 Baltimore supplied most of the chrome ore consumed by the world, the remainder coming from the serpentine and platinum washings of the Ural Mountains. After 1850 the foreign demand for Baltimore ore declined gradually until 1860, since which time almost none has been shipped abroad. The reason for this was the discovery in 1848 of great deposits of chromite in Asia Minor.

Maryland

Stretching as it does from tide water to mountain crest and including the full range of geological formations, from the most ancient to the most recent, the State of Maryland presents an exceptional diversity of climate and of soils. Its agriculture possibilities have not been developed to their full capacity. Consequently the State presents favorable opportunities to the well-trained, hard working farmer of either small or large capital. He may locate in a selected region and devote his energies to the production of certain special crops with which he is especially familiar or he may locate elsewhere and follow general farming, stock-raising, or dairying. If the raising of fruit constitutes his specialty, the northern and western regions present advantages for apple culture or for peach raising. Some of the best opportunities existing at present in the United States for specialized intensive agriculture are to be found in Maryland within easy reach of the great markets of Baltimore and Washington. For the home seeker no more pleasant surroundings can be found than on the old plantations of the tide-water region, where the products of the water are almost as accessible as those of the land; or in the rolling plateau region of Northern Central Maryland, where well tilled fields and hoarded groves of timber checker the landscape and the topography is relieved by low, rounded hills and shallow valleys. The limestone valleys can only be equalled in fertility by other limestone valleys or by the broad prairies of the corn belt. The western mountain and plateau region is in some part still awaiting development, although its pioneers have demonstrated its agricultural capabilities.

The climate of Maryland is controlled not only by the general meteorological conditions that effect the whole eastern seaboard but by the physical features of the State itself. The Chesapeake Bay and its tributaries in the east, and the Appalachian mountains in the west, producing a marked influence upon the distribution of temperature and rainfall in the several counties.

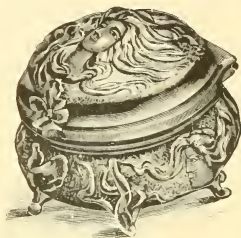
The normal annual temperature for Maryland is between 53° and 54°. The principal modifying influences that determine the departure from this normal, in the various climatic divisions of the State, are latitude, water areas, and elevation. The highest normal annual temperatures are found over the extreme southern counties of the Eastern and Western Shores. The influence of the bay causes an appreciable, but not very decided increase in annual temperatures along either side as compared with the level land areas closely adjoining. Over these latter areas the temperatures are very much the same, and differ but slightly from the normal for the entire State. The lowest normal annual temperatures occur in the western part of Garrett County, where they range from 46° at stations on the higher mountain ridges to 48° in the plateau region lying to the north. Eastward from these higher elevations the increase in temperature is very rapid with the descent towards sea-level; a normal annual of 52° is reached in the western part of Allegany County, and an approach very nearly to the State normal is found in some of the valley depressions. Annual temperatures of 52° or below prevail over the northern portion of the Piedmont Plateau, and thence increase gradually towards the normal conditions found southward over the interior. In the extreme Southern section of the State the annual temperature rises to about 59°.

H. BEALMEAR & COMPANY



CLOCKS
BRONZES
CUT GLASS
COMMUNITY
SILVER
ART
NOVELTIES

BOTH PHONES



25 W. Baltimore Street

Formerly 25 South Charles Street

BALTIMORE, MD.

Lyon, Conklin & Co.

BALTIMORE, MD.

MANUFACTURERS AND DEALERS IN

TIN PLATE ..
AND METALS



ALL KINDS ROOFING MATERIALS

Including Roll, both Galvanized and Black Painted.
Corrugated, both Galvanized and Black Painted.

All grades Tin, in rolls and boxes.

Eave Trough, Conductor Pipe, Etc.

.. THE .. B. C. BIBB STOVE CO.

MANUFACTURERS OF

COOK STOVES



RANGES, &c.

FIRE PLACE HEATERS

HOT AIR FURNACES

Established 1851

101 to 109 LIGHT ST.
BALTIMORE, MD.



HENRIETTA MARIE

The Baltimore Steam .. Packet Company ..

(OLD BAY LINE)

In addition to its Night Steamers which run between Baltimore, Old Point, Norfolk and Portsmouth daily except Sunday, leaving Baltimore 6.30 P. M., have placed the Elegant Steamer Georgia on the Day line between Baltimore, Old Point and Norfolk, a tri-weekly service will be in operation, leaving Baltimore, Pier 10, Light St., foot of Barre St., Mondays, Wednesdays and Fridays, 7.30 A. M. Returning will leave Norfolk Tuesdays, Thursdays and Saturdays at 7.30 A. M. This affords an opportunity of seeing the Bay by day, which should be appreciated by the traveling public, as the Bay is an inland sea, all the pleasures of a miniature sea trip are experienced without any danger. Comfort, speed and safety are special features. A regular meal is served at the moderate charge, viz.: Breakfast, 50c., Dinner, 75c., Supper, 75c. In addition there is a Buffet Service.

Fare one way \$2.00. Round trip \$3.50 with a limit of 30 days. State rooms at regular prices can be secured from the Purser.

The Fare on the Night Steamers one way \$3.00, round trip \$5.00, with a limit of 30 days. Meals are "A La Carte." State rooms range in price 75c., \$1.00, \$1.50, \$2.00, \$2.50. These can be secured at any of the offices of this Company or on board steamer.

Chesapeake Steamship Company

CHESAPEAKE LINE

Elegant passenger steamers "Columbia" and "Augusta" between Baltimore, Old Point Comfort and Norfolk.

Steamers leave daily except Sunday.

During the Jamestown Exposition period, day steamers will be operated, leaving Baltimore daily except Sunday at 7.30 A. M.

YORK RIVER LINE

United States mail and passenger steamers "Charlotte" and "Baltimore" between Baltimore, West Point and Richmond. Steamers leave daily except Sunday.

For full information, illustrated Jamestown book, folders and schedules, apply to E. T. Lamb, G. A., Norfolk, Va.; W. W. Croxton, T. P. A., Norfolk, Va.; C. W. Westbury, D. P. A., Richmond, Va.; or at general offices, Light and Lee Streets, Baltimore, Md.

REUBEN FOSTER, General Manager

E. J. CHISM,

Gen. Pass. Agt.

T. H. McDANNEL,

Asst. Gen. Pass. Agt.

North German Lloyd Steamship Company

From

Baltimore to Bremen Direct

Regular Steamers Every Wednesday

From New York to Bremen

Via Plymouth and Cherbourg

Fast Express Steamers Every Tuesday

Regular Steamers Every Thursday

From New York to Genoa

Via Gibraltar, Naples, Etc.

Regular Steamers Every Saturday

Passenger Service to

Egypt, India, China, Australia

Via Genoa and / or Naples

A. SCHUMACHER & CO.

GENERAL AGENTS

7 South Gay St., BALTIMORE, MD.

Cable Address: "National"

A. B. C. and Watkins' Codes used

Baker - Whiteley Coal Company..

COLLIERY PROPRIETORS

508-510 Keyser Bldg., German and Calvert Sts.

BALTIMORE, MD., U. S. A.

Also Owners and Managers of Steam Tugs:

"BRITANNIA" "CHICAGO" "COLUMBIA"
"CALVIN WHITELEY"

Special attention given to the Bunkering of Steamships; also to Harbor and Sea Towage of all descriptions

EUROPEAN COAL AGENTS

Pyman, Watson & Co., Ltd.

Bury-Street Chambers, Bury St., London, E. C., Eng.



BALTIMORE COPPER WORKS—LARGEST IN THE WORLD

Baltimore

BY HON. E. CLAY TIMANUS, MAYOR OF BALTIMORE.

CERTAINLY no one has had greater opportunity to look into the very heart of Baltimore and see what is contained there than the writer. It was my responsible, though not unpleasant, duty to administer the affairs of the Monumental City during a very critical period, when conditions were altogether unusual—a period when the city, emerging from a fearful calamity, was called upon to determine quickly whether the Baltimore fire was to go down into history as a blow to the city's prosperity or as an incentive to attain greater prosperity. The character of both the city and the citizen was put to the test, and what that test revealed is a matter of record. My experience with the city during its time of apparent adversity inspires me with both hope and pride. I am proud of the Old City because of what it was before the fire; I am prouder of the New City for what it has accomplished in the way of progress and development since the conflagration; but my greatest pride is in its promise of the future. The burnt district streets have been rebuilt with more beautiful structures than those which were destroyed, and the series of new docks, the chain of parks, the gigantic sewer system are all taking definite shape. The vision is no longer fanciful—the great improvements already made or now being made in the city not only amaze the visitor who knew the

place in earlier days; they surprise even those under whose eyes they were begun and are being carried on.

By the fire of February 7 and 8, 1904, a stupendous burden was heaped upon the shoulders of the people of Baltimore. Nearly one hundred and forty acres of city property went to feed the flames; and ninety-eight city blocks—many of them in the very center of the business section, lay in waste, a mass of smouldering debris on the morning of February 9. The loss has been variously estimated at between \$100,000,000 and \$150,000,000, while the insurance carried amounted to only \$50,000,000, a considerable portion of which was not paid in full. Every city newspaper was burned out; twenty banks and banking



POWER HOUSE OF MARYLAND ELECTRIC COMPANY—ONE OF THE LARGEST IN THE WORLD

The Consolidation Coal Company

Georges Creek Big Vein Coal.

Mined in the Georges Creek Cumberland Region of Maryland. Unequalled for general steam and smithing purposes. Largely used by the United States Navy. Practically smokeless

Fairmont Coal Company

Fairmont Gas, Steam and Domestic Coal.

Mined from the Pittsburg Seam in the Fairmont Region of West Virginia. A superior locomotive fuel. Excellent for gas making, cement and lime burning, general steam and domestic business. Fairmont Slack for use in Automatic Stokers

Fairmont Foundry, Furnace and Crushed Coke

Somerset Coal Company

Somerset Smokeless Coal.



Mined in Somerset Region, Somerset County, Pa. Largely used by Rolling Mills, Railroads, Steamships and Factories. Excellent for smithing purposes

Somerset Foundry and Furnace Coke.

GENERAL OFFICES: BALTIMORE, MD.

F. W. WILSHIRE, General Manager of Sales,
1 Broadway, New York.

C. vH. KALKMANN, Asst. General Manager of Sales,
Continental Trust Building, Baltimore, Md.

BOSTON:
R. C. Gillespie, Manager,
50 Congress Street

PHILADELPHIA:
W. M. Wilshire, Manager,
Land Title Building.

WASHINGTON:
W. A. Leitch, Manager,
Foot of 30th Street.

NEW YORK:
J. E. Parsons, Manager,
1 Broadway.

BALTIMORE:
E. F. Collins, Manager,
Continental Trust Building.

CINCINNATI:
W. C. Rogers, Manager,
Traction Building.

DETROIT:
E. M. Mancourt, Western Manager,
Majestic Building.

NORTHWESTERN FUEL COMPANY,

Northwestern and Chicago Agents: ST. PAUL, Pioneer Press Building. CHICAGO, Fisher Building.
Foreign Representatives: Sanders & Co., 110 Cannon Street, LONDON.



SCENE ON HOPKINS PLACE.

concerns were deprived of their homes; eight large hotels were in ashes, while the stores, warehouses, business firms, manufacturers, companies and private individuals burned out totaled more than 2,500.

Every avenue for carrying on the business of the city was obstructed. The large wholesale houses found their stocks depleted. They could not solicit or accept orders from outside trades, and were in danger, in consequence, of losing in a large measure that patronage which they had regarded as permanently theirs. Then, too, the available space that could be utilized as temporary quarters was not of such proportions as to permit the transaction of business under advantageous circumstances, after stocks had been renewed. Records and accounts were either lost or buried beneath hills of burning matter, where they would long remain inaccessible. The street railways were out of commission; the lighting and power and telephone services were either crippled or entirely wrecked. The banking machinery of the city was suddenly brought to a standstill. In a few hours Baltimore had been transformed from one of the most progressive and prosperous cities of America to a heap of ashes, and the clouds of smoke arising from piles of wreckage might well have cast a deep shadow over the spirit of its people.

But with surprising courage the people of the city set about recovering their losses. They realized instantly that there would be required herculean effort to rebuild the city and to bear the financial setbacks which the fire had entailed. But they put their hand to the wheel and undertook the work of rehabilitation with so much determination, so much enthusiasm and good judgment that the

MAIL SAMPLES ON APPLICATION TO DEALERS ONLY

DANIEL MILLER CO.

Importers and Distributors of Foreign and Domestic



Dress Goods, Silks, White
Goods, Linens, Wash Goods,
Notions, Hosiery, Gloves,
Underwear, Embroideries, Small
Wares, Etc.



BEYOND CONTRAVENTION OF DOUBT, WE ARE THE LARGEST CARRIERS OF OUR CLASS
OF MERCHANDISE OF ANY HOUSE IN THIS TERRITORY

We respectfully request you to inspect our line before purchasing

LEADING DRESS GOODS AND SILK HOUSE OF SOUTH AND EAST

THE JOHN C. GRAFFLIN CO.

Manufacturers of

COTTON, FLOUR AND BURLAP BAGS

BALTIMORE, MARYLAND

WHITRIDGE, WHITE & CO.

Importers and Jobbers of

=====BURLAPS=====

BALTIMORE, MARYLAND

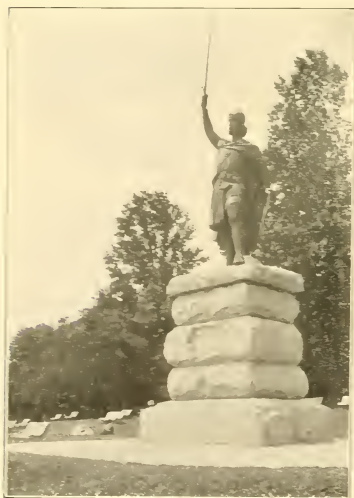
Some of the New Monuments of Baltimore



CONFEDERATE STATES MONUMENT.
MT. ROYAL AVENUE.



GENERAL WATSON MONUMENT.
MT. ROYAL AVENUE.



WALLACE MONUMENT
PATRIOT AND MARTYR FOR SCOTTISH LIBERTY, 1845
DRUID HILL PARK



SEVERN TEACKLE WALLIS MONUMENT.
MONUMENT SQUARE.

ESTABLISHED 1808

CHAS. T. CRANE, President.

C. G. OSBURN, Cashier.

JOHN E. MARSHALL, Asst. Cashier.

Farmers and Merchants National Bank

BALTIMORE, MD.

South and Lombard Sts.

CAPITAL, SURPLUS AND PROFITS. - - - - - \$1,000,000

RESOURCES, - - - - - \$4,000,000

Does a General Banking and Collection Business. Accounts Solicited.

DIRECTORS:

Robert Ober,
J. Hough Cottman,

Thomas J. Hayward,
Samuel J. Lanahan,

Edwin Warfield,
Charles T. Crane,

Robert N. Sloan,
Ferdinand C. Latrobe,

George L. Potter,
Simon H. Stein.

SAM'L KIRK & SON CO.

ESTABLISHED 1817
♦ ♦ ♦

Manufacturers
Every Description
of . . .

SILVER WARE



INTERIOR VIEW

DIAMONDS

PEARLS

WATCHES

and
Every Variety
of

JEWELRY

BALTIMORE, MD.

city, figuratively speaking, was carried far past the position which it held before. Not only was the lost ground regained, but the effort to hold Baltimore in her established place as a center of commerce and a place of residence took her citizens into new fields, and the growth and development is still going on and what Baltimore is ultimately to become none of us can tell; but surely it will be something of which its citizens may well be proud, and of which the present-day Baltimorean can only dream.

Upon the hills of ashes—which outsiders thought read "ruin" to Baltimore in 1904—there has arisen a new city, a greater city, a more progressive city, and certainly a more beautiful city than the one which disappeared in the ashes. The city's former business has not only been held; but the labors put forth to retain it were so irresistible that it has increased with progressive strides. In manufactures, in jobbing, and retailing, in imports and exports—in every department of commerce and industry Baltimore has advanced. The unfavorable features which had naturally crept into the city because of its gradual growth, were wiped out by the fire and have been kept out; and the beneficial features which, perhaps, had not been as general as could be desired before the fire, have been freely introduced. As a commercial town, taking into consideration every facility and convenience for carrying on commerce, Baltimore can compare favorably with the other big cities of America.



COURT HOUSE AND BATTLE MONUMENT, BALTIMORE, MD.

So much with regard to what the people of Baltimore, as citizens engaged in business house and corporation, are concerned; but even greater advances have been made since the fire by Baltimore in its aspect of a municipality—a corporation which cares for more than half a million people. Baltimore, the municipality, is to-day in process of reconstruction, of remaking. The people have provided liberally and wisely for making extensive improvements which are to be far-reaching in their benefits—commercially, physically and socially. It is a source of great pride to me that the administration with which I have been connected has been pre-eminently distinguished for the great public works completed or begun. A number of these are still in a state of construction, and it will be many years before they are all finished; but as I witness each day the progress being made on the great improvements undertaken by the people, and the great things already accomplished, I am, and not without reason, excessively optimistic of the future as far as Baltimore is concerned.

The National Bank of Baltimore

N. E. Cor. Baltimore and St. Paul Sts.

BALTIMORE, MD.

ORIGINAL CHARTER, 1795.

UNITED STATES DEPOSITORY

DEPOSITORY OF THE CITY OF BALTIMORE

Capital, \$1,210,700.00
Deposits, \$2,550,000.00

Surplus and
Undivided Profits, \$443,730.78

OFFICERS:

JAMES L. McLANE, President
HENRY C. JAMES, Cashier
EDWIN W. ADAMS, Asst. Cashier



DIRECTORS:

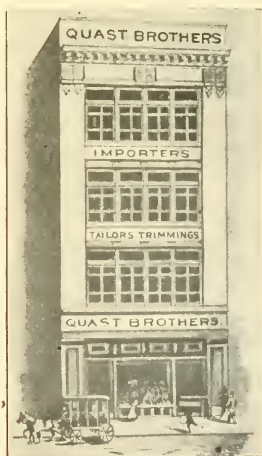
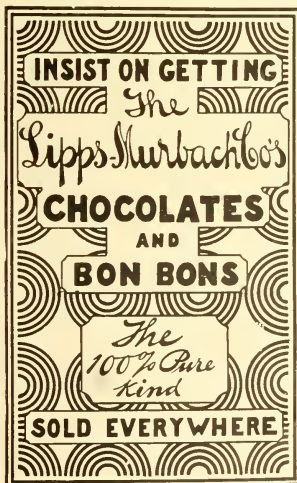
JAMES L. McLANE
JOSHUA LEVERING
WILTON SNOWDEN
DECATUR H. MILLER, Jr.
C. MORTON STEWART, Jr.
JOHN K. SHAW, Jr.
HENRY C. JAMES

CONSERVATIVE MANAGEMENT

SAFE AND PROGRESSIVE

SOUND POLICY

MODERN AND DESIRABLE BANKING FACILITIES



8 S. Liberty Street, Baltimore, Md.

Can you see ~~through~~ by the dawn's early light
What so proudly we bore at the twilight's last gleaming
Whose broad stripes & bright stars through the perilous fight
O'er the ramparts we watch'd, as our banners were streaming
And the rocket's & the shell's glare the brave soldier saw
A few hours through the night that our flag was still there
O'er the star-spangled banner we see
O'er the land of the free & the home of the brave.

As the shore slowly rose through the misty, the deep
The sea's heavenly host in a mass of white
Which the breeze sees the waves of the deep
Which the breeze blows half an hour's ride

It catches the glow of the morning sun
In a glory of radiant hues
The star-spangled banner — O'er the land of the free
The home of the brave — the home of the brave.

It is true that I am who so many of you
The cause of war & the center of the world
You Country should leave us no more
The world has made out that you were a politician
A large cause came the destiny of the world
From the horror of flight or the gloom of the grave
O'er the star-spangled banner in triumph with us
O'er the land of the free & the home of the brave.

Can he it ever when freedom shall stand
Behold their lord's home & the war's desolation
With vict'ry & peace may the heav'n approve
The house that built made & preserved us a nation
Then conquer we must, when our cause it is just
And this be our motto — "In God is our trust"
O'er the star-spangled banner we triumph with us
O'er the land of the free & the home of the brave.

Co-existent with "The Star Spangled Banner"

The Commercial and Farmers National Bank

BALTIMORE

JAMES M. EASTER, President
HARRY M. MASON, Vice-President

OFFICERS:

FRANK V. BALDWIN, Cashier
CHAS. E. C. SMITH, Asst. Cashier



Howard and German Street Entrance

DIRECTORS:

HENRY KEIDEL,
Henry Keidel & Co.,
Wholesale Hardware.

JAMES M. EASTER,
Daniel Miller & Co.,
Wholesale Dry Goods.

CHAS. W. FIELD
Attorney

WM. S. BELDING,
Wm. S. Belding & Co.,
Silks.

HARRY M. MASON,
Vice-President

DIRECTORS:

GEO. M. SHRIVER,
Baltimore and Ohio
Railroad Company.

BENJ. W. CORKRAN,
Jr., Street & Corkran
Co., Packers.

H. H. HUBNER,
Attorney.

JACOB M. LAUCH-
HEIMER,
M. H. Lanchheimer &
Sons, Clothing.

FRED K. H. GOTTLIEB,
Gottlieb-Banern-
schmidt-Straus Brew-
ing Co.

CAPITAL,	\$650,000.00
SURPLUS AND UNDIVIDED PROFITS,	\$200,000.00
DEPOSITS,	\$3,500,000.00

Accounts of Banks, Merchants, Corporations, Soci-
eties, and Individuals Solicited on Liberal Terms



Depository of the United States, State of Maryland
and City of Baltimore

The reflection of Baltimore's fire had scarcely faded from the sky, before the people of the city began to discuss how they might turn the disaster into a lasting benefit. The first thing suggested by way of improvement was the widening of a number of streets in the burnt district. A commission was appointed, and this body supervised the work of improvement, which is now almost completed. Hopkins Place was widened from 52 and 55 feet to 70 feet; Hanover street was extended from Baltimore through to Fayette street; Charles street between Fayette and Lombard was widened from 49½ feet to 76 feet; Light street between Baltimore and Pratt was widened from 41 and 45 feet to 105 and 108; St. Paul street from Baltimore to Fayette was widened from 30 to 66 feet, while the same thoroughfare for the block between Fayette and Lexington was widened from 30 to 120 feet so as to form a plaza;



LEXINGTON MARKET.—THE LARGEST MARKET IN THE WORLD.

Calvert street between Baltimore and Fayette was widened from 64 to 80 feet; Commerce street between Exchange Place and Pratt was widened from 40 to 60 feet; West Falls avenue was extended from Baltimore to Lombard street to a width of 50 feet; German street between Hopkins and Light was widened from 38½ and 57 to 80 feet; Lombard street between Charles and South, and between Gay and Center Market Space was widened from 49½ to 66 feet; the tract of land between Baltimore, Lombard, Center Market Space and West Falls avenue was condemned and laid out for a public market; and finally Light street is to be widened between Pratt and Lee streets. For this work the commission spent more than seven and one-quarter million dollars, and received back for benefits assessed one and one-eighth millions.

...The ... Baltimore Refrigerating and Heating Co.

Cold Storage of Perishable Fruits, Vegetables and other Farm Products.
Largest capacity in the South.

Pure Ice made from Distilled Water. Capacity 225 tons per day.

Refrigeration furnished from street mains for Cooling Boxes in Markets
and Business Houses.

Steam Heating from Street Mains. Now heating 250 of the largest
Business Houses with perfect success.

Correspondence solicited from Shippers from all parts of the country.
Liberal advances made on goods stored.

408-426 South Eutaw Street, - - - - BALTIMORE, MD.

EISENBERG'S

This is one of the great
Department Stores of
Baltimore, and is known
as "The Underselling
Store," from its policy
of retailing all grades
and varieties of goods
at lower prices than any
of its competitors. It is
centrally located

West Lexington Street
BETWEEN HOWARD AND PARK

Griffith & Turner Co.

SOUTHERN GENERAL
DISTRIBUTING AGENTS FOR

AGRICULTURAL IMPLEMENT
MANUFACTURERS

=====GROWERS AND IMPORTERS OF=====

...SEEDS...

POULTRY, DAIRY CONTRACTORS
SUPPLIES

205-215 N. PACA STREET

BALTIMORE, MD.

CATALOGUE FREE—Write for trade discount sheet to dealers

Four of the Leading Skyscrapers of Baltimore.



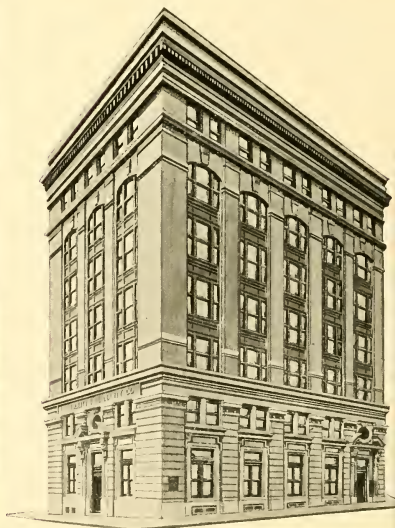
MARYLAND TRUST COMPANY.



CONTINENTAL TRUST COMPANY.



GENERAL OFFICES BALTIMORE & OHIO RAILROAD COMPANY.



UNITED STATES FIDELITY & GUARANTY COMPANY.

OFFICERS

S. DAVIES WARFIELD,
President

THOMAS M. HULINGS,
Vice-President

F. C. DREYER,
Treasurer

MAURICE H. GRAPE,
Assistant Treasurer

H. A. BEASLEY,
Secretary

R. HYLAND COX,
Trust Officer

WILLIAM J. CASEY,
Assistant to President



Write for Illustrated
Booklet

THE CONTINENTAL TRUST COMPANY

CONTINENTAL BUILDING
Baltimore and Calvert Streets
—BALTIMORE—

Capital, Surplus and
Undivided Profits . . \$3,665,000

Allows Interest on Deposits Subject to Check
Savings Department, $3\frac{1}{2}$ Per Cent Interest
Issues Coupon Certificates of Deposit
Acts as Guardian and Trustee
Strongest Safe Deposit Vault in the World

Cumberland Coal Co.

Piedmont Mining Co.

Gorman Coal & Coke Co.

Miners and Shippers of the Celebrated
Douglas Coal and Douglas Purity
Smithing Coal; George's Creek Big
Vein Coal; Upper Freeport Coal,
and manufacturers of the Unexcelled
Douglas Furnace and Foundry Coke.

Also Gorman Furnace and Foundry Coke

—General Offices:—

No. 900 Continental Trust Building

BALTIMORE, - - MARYLAND.

Wm. H. Gorman, President.

Napoleon B. Lobe S. Burns Ratcliffe
Henry I. Lobe



WHOLESALE

Carpets, Oil Cloths, Rugs, Etc.

N. B. Lobe & Co.

Importers of MATTINGS



307 and 309 W. Baltimore Street,

BALTIMORE, MD.



POST OFFICE, BALTIMORE, MD.

improvements have been undertaken which, while they appear as part of the general work of reconstruction, are really the expression of the excess enthusiasm which was aroused when Baltimore was brought face to face with the need of regaining the things lost by the conflagration. Paramount among these other improvements, and perhaps the greatest of all, the improvements undertaken by the city, is the building of an extensive sewer system. The people of the city, with that spirit of progressiveness which has always carried the Monumental City ahead, placed in the hands of the municipality \$10,000,000 with which to construct these sewers. The work already begun will mean practically a revolutionizing of the sanitation of the city. In this particular, at least, we are building for all future time, and erecting a lasting safeguard against sickness and epidemics. When the new sewer system of Baltimore is completed—and the original estimate was that it would require ten years—the people of Baltimore will have a service that will surpass that of any city of like size in America. The work is to be done in the lower levels of the city and around the harbor first, but eventually every house in Baltimore will be connected with this great system of underground waste channels.

The Annex loan and the Park loan, of \$2,000,000 and \$1,000,000, respectively, are also to be enormous features in the making of a great Baltimore. The present parks are being developed and new parks are being acquired, with a view to a chain of parks around the city connected by fine driveways. Much is also being done to preserve against the possibility of injury to the beautiful natural valley to the north and west of the city. Two of the new parks, Wyman's and Gwynn's Falls, have added 187 acres to the total park area of the city. At the same time, by beginning the grading and paving of streets in the Annex, a large and beautiful residential portion of the city is being made more available for homes.

Already the best city in the world to live in and do business in, Baltimore is daily making more secure her supremacy in both of these features.

The docks and piers now being constructed in the harbor will give Baltimore means for accommodating shipping interests that cannot be surpassed. The city has ever been famed for its fine harbor; but when the improvements now under way are completed it will become equally renowned for its fine docks. Six million dollars has been appropriated for this work, which will consist of six piers, beginning at South street and continuing eastward to Jones' Falls. The docks will be 150 feet wide, and the piers will range in length from the 550 feet of Pier 1 to the 1450 feet of Pier 6. All but Pier 4 will be leased to private concerns by the Board of Estimates; and Pier 4, which is to have a length of 925 feet, will be for the public. These six piers will have a total surface area of 1,026,882 square feet, or $23\frac{1}{2}$ acres and will create a new water-front of 12,523 lineal feet. When the docks are finished, and after Baltimore obtains the channel improvements for which her Representatives in Congress are pleading, the city will be admirably equipped for taking care of its rapidly-increasing shipping business.

The widening of Baltimore's streets and the improvement of her harbor naturally suggested themselves as a consequence of the opportunities for changes which were presented by the fire; but other great

The Baltimore Trust and Guarantee Company,



EQUITABLE BUILDING,
CALVERT AND FAYETTE STREETS.

Capital, Surplus and Profits, \$2,900,000

Open for its Patrons until 10.30 P. M.

Merchants receiving money after the regular
banking hours can open a second or reserve
account with us without disturbing their
existing accounts with other banks. . .



3 % on Checking Accounts.

3½ % on Deposits in Savings Department.

4 % on Deposits of \$1,000 and over for not
less than 6 months.

SAFE DEPOSIT BOXES FOR RENT.

B. N. BAKER, President.

. . . THE . . .

RED "C" OIL MANUFACTURING CO.

INCORPORATED 1878

OILS

OFFICES:

BALTIMORE, MD.

GASOLINES

WORKS:

HIGHTSTOWN, MD.

GREASES

WE ARE INDEPENDENT OF TRUSTS AND ALWAYS HAVE BEEN

Baltimore and the South

BY RICHARD H. EDMONDS, Editor *Manufacturers' Record*

EN YEARS AGO one of the ablest students of economic development and of transportation which it has ever been my good fortune to know, in discussing the future of Baltimore and its relation to the country at large, but especially to the South, wrote me such an interesting letter that I can not do better than quote in full what he said as one of the most comprehensive presentations of the possibilities of this city which could be given.

"The Blue Ridge," said he, "which forms the eastern wall of the Appalachian ranges, approaches the Atlantic coast as it runs northward. It is unbroken and a watershed up into central Virginia, and only cut to its base by the Potomac and the Susquehanna. The western coal-bearing ranges widen out to meet the upper Ohio and the mountain country, and at the parallel of Baltimore the mountain country is from 250 to 300 miles across, the rivers flowing to the Atlantic via Chesapeake bay rising on the westerly ridges and cutting through the eastern ranges. This fact, and the deep indentation of the Atlantic coast by Chesapeake bay, bring the mountain country and tidewater almost together at the head of the bay at Baltimore. This topography of the mountains and the peculiar conformation of the coast line make Baltimore the key to that part of the mountain country lying between the Susquehanna and the head of the rivers which flow southward through the valley of East Tennessee, and Baltimore's lines of railway across the mountains to the Lake and Ohio Valley States, aside from running through the widest part of the mountain region of the South, and the part richest in minerals and forests, are shorter than those which connect the central Northern States with Philadelphia, New York or the New England cities. Baltimore can be, and should be, to Southern development what New York has been to the upbuilding of the West. Baltimore has a larger field of wealth to draw from, and a more permanent field, than New York and New England had in their Western territory, and the topography of Baltimore's field converges and concentrates it upon her much more than the West converges on New York. In fact, the short and natural lines between the West and the Atlantic converge on Baltimore. All these facts must ultimately make your city the great city of the Atlantic coast.

"The only one field in America which has made no advance commensurate with the general advance of the country at large, and none worth considering when its incomparable natural wealth is taken into account, is the mountainous portions of the States of Pennsylvania, Maryland, a little of Ohio, the Virginias, the Carolinas, Kentucky, Tennessee, Alabama and Georgia. Here is the greatest natural storehouse and workshop on the face of the earth. In this area of perhaps 140,000 square miles is at least thirty times the natural wealth of Great Britain, and more than ten times the natural wealth that can be found in any other solid body of like area anywhere on the face of the earth. In European countries are little patches of like country, but in no way to be compared for natural wealth, square mile for square mile, on which populations are crowded together, who for generations past have lived prosperously, and where for centuries to come prosperity will continue, in numbers so great that if the entire population of the United States today were crowded into this mountainous region of ours it would not be nearly so closely taken up; while around this mountain country lie Eastern Pennsylvania and New Jersey, Maryland and Delaware, the Piedmont and Tidewater counties of Virginia, the Carolinas and Georgia, the Gulf States east of the Mississippi, Tennessee and Kentucky, out to the 'Father of Waters,' and the rich States along the north bank of the Ohio.

"Here in the centre of this empire is piled up natural wealth enough to enrich a continent and to furnish in perpetuity profitable work for scores of millions of people. Here is a guarantee which nature has given of work for those in the centre in producing wealth to exchange with the territory adjoining. Here is a field for a home market that will forever endure and grow. It would take too long to show how the peculiar topography of this country concentrates its wealth along certain lines, and how from this topography Baltimore is the key to the upper half of it; further, how her railway connections and

WOODWARD, BALDWIN & CO.

NEW YORK and BALTIMORE

SELLING AGENTS FOR THE

Piedmont Mfg. Co.	Pickens Mill	Franklin Mills
Loray Mills	The Carolina Mills	Bamberg Cotton Mills
Enterprise Mfg. Co.	Hermitage Cotton Mills	Glenwood Cotton Mills
Anderson Cotton Mills	McComb City Cotton Mills	Brogan Cotton Mills
Greenwood Cotton Mills	Orr Cotton Mills	Ninety-six Cotton Mills
Victor Mfg. Co.	Easley Cotton Mills	Williamston Mills
F. W. Poe Mfg. Co.	Brandon Cotton Mills	Chiquola Mfg. Co.
Saxon Mills	Monaghan Mills	Toxaway Mills
Fairfield Cotton Mills	Woodruff Cotton Mills	The Cheswell Cot. Mill Co.

Sheetings, Shirtings, Drills, Fine Cloths, Outing Cloths,

Savage Mfg. Co.	{	Manufacturers of Standard, Sail and 22-inch Ducks All
and		Weights and Widths up to 144 inches
Warren Mfg. Co.	}	Paper Mill Felts and Press Cloths Made to Fit any Machine

THOMSEN CHEMICAL COMPANY

BALTIMORE, MD.

... MANUFACTURERS AND IMPORTERS OF ...

CHEMICALS AND DYE STUFFS



COMMERCIAL AND C. P. ACIDS:

SULPHURIC MURIATIC NITRIC ACETIC

ALUM-SULPHATE ALUMINA

IRON AND COPPER SALTS AND SOLUTIONS

SODA SALTS AND SOLUTIONS
ZINC SALTS AND SOLUTIONS

TIN SALTS AND SOLUTIONS
TEXTILE SOFTENING OILS

SPRAYING CHEMICALS:

SOLUBLE OIL 95% ARSENATE LEAD

Leading Savings Banks of Baltimore.



THE SAVINGS BANK OF BALTIMORE.



EUTAW SAVINGS BANK.



MARYLAND SAVINGS BANK.



CENTRAL SAVINGS BANK.

her natural lines sweep back to Lakes Ontario and Erie and into the heart of the central Northern States far better than do the railways and natural lines of New York and Philadelphia. But in the mountain country alone is a field of wealth, the production of which must focus on Baltimore, which must inevitably make her the future great city of the Atlantic coast in population, wealth and prosperity."

It would be difficult for anyone more forcibly to state the advantages which nature has given for the creation of a great city at Baltimore. Sometimes it takes a long time for nature's laws to work out, but where nature has decreed the building of a great centre of trade and traffic there, eventually, it is sure to be, for nature's laws or what we may call the economic force of development, is greater than man's power. Even inertia on the part of a people or their failure to rightly appreciate and grasp the opportunities which nature has given to their city will not by any means change the working-out of nature's laws, though they may temporarily stay the inevitable movement which sooner or later will culminate in the fulfillment of the destiny given by nature through geographical location, and economic conditions, to any locality. Baltimore, having been abundantly blessed as one of the predestined great cities of the world, is beginning at last, with a wider vision and a broader horizon, to grasp its potentialities. Even if this were not true, the trend of economic development would force to this city a great movement of population, and others would do what Baltimoreans had failed to accomplish, if such a thing were necessary. It is with Baltimore very much as it is today with the South. If the southern country were peopled with barbarians, or if it were entirely without population, and the world had learned as much as it now knows about the vastness of the material resources of this section, the world's economic development would force a vast southward movement of men and money. Wherever nature has stored in such boundless abundance as she has done in the South, the foundations for all great manufacturing interests and for the best conditions of life, it is not a question of whether great advancement will be brought about and great wealth created. These are inevitable. But as the people of the South, leading as they are today in the development of their own country, bid a hearty welcome to brains and brawn and capital from elsewhere, so Baltimore, though its own people are awakening to their own rich heritage, recognizes that the heritage of material possibilities increases in geometrical ratio with the increase in population; and they, too, are bidding the world a hearty welcome and pointing to the strength of natural advantages, the charm of scenery and of climate, and the predestined greatness of this city, as a reason why others should come and make it their abiding place. As the most northerly of southern cities and the most southerly of northern cities, Baltimore stands as the gateway between the North and the South. It is the converging point where the traffic and the trade and the wealth of both sections must meet. Identified since earliest days with the South, increasing year by year its commercial relations with that section, Baltimore has ever watched with the deepest interest the up-building of this section. It realizes that every furnace fire lighted in the South, every mine opened, every factory established, every new immigrant, is but broadening the field and enriching that section, which must for all time be its chiefest market and upon whose development its trade must largely depend. It was the creation of the vast manufacturing interests of New England that made Boston the hub of that section, and for many years almost the financial hub of America. It was the wonderful development of the Central West, when that empire was opened to the farmer and the manufacturer, which made Chicago the wonder of the world in city-building. It was the development of that equally rich empire in the South-west, the beginning of which is scarcely under way as compared with the future, which has made St. Louis a city of 800,000 people and with a wealth rivaling that of Chicago. What Boston has been to New England and New England has been to Boston, what Chicago has been to the Central West and the Central West to Chicago, what St. Louis has been to the Southwest and the Southwest has been to St. Louis, in the mutuality of relationship and of material advancement therefrom, so will Baltimore be to the South and the South to Baltimore. The one will prosper with the other, and the growth in population and wealth of each inures to the advantage of the other.

The tale of southern resources never grows weary with repetition. Over and over must the story be told in order to enable us to fully grasp its greatness. It is an old story known by many, and should be known to all, that in this southern country, tributary by every tie of friendship and business relationship to Baltimore, there are 62,000 square miles of coal, against 50,000 square miles in all of Europe. There are nearly two and a half times as much coal area in this southern mountain region as

in Great Britain, Germany and Pennsylvania combined. There is iron ore enough to duplicate the world's iron and steel trade, and by reason of the almost incomparable expansion of iron and steel consumption, southern iron ores, within rifle-shot as they are of the coal mines, must give to this section an iron and steel production rivaling that of Pennsylvania and Ohio and Illinois. And out of this development there must inevitably come wealth which will match that of these opulent States with their many fortunes almost too vast to be quite understood by the average man. To coal and iron the South adds a cotton crop which for the present fiscal year will aggregate in value nearly \$800,000,000, or twice as much as the total output for the same year of all the gold mines of the world. This cotton crop, of which the South holds the world's monopoly, is in itself a potentiality for the development of every line of human activity and the creation of wealth, enough to enrich not simply a country or a section, but an empire. It is the most important agricultural product of earth, and with the higher range of prices now prevailing, and in all human probability destined to prevail for years to come, it is difficult to exaggerate the influence of the \$700,000,000 or \$800,000,000 which this crop is annually bringing to the South. Within the next ten years it is altogether probable that the world's consumptive requirements will result in a cotton crop of 18,000,000 bales or more, against the 12,000,000 to 13,000,000 bales now produced. In other lines of agricultural production the South is so abundantly blessed that it is conservative to say that this section can duplicate in value the entire farm products of the United States. In fact, the value of the South's agricultural products last year was \$450,000,000 greater than the total value of all agricultural products of the United States, the South excepted, as late as 1880. In 1880 the total value of the farm products of the South was \$660,000,000, or less than one-third of the \$2,000,000,000 total of 1906, and the value of manufactured products, which in 1880 was \$457,000,000, is now \$2,500,000,000.

But why attempt to catalogue the resources of the South or outline what has already been accomplished? No man who is in touch with the world's activities and worthy to count as a real business man can be otherwise than acquainted with the fact that there is no other spot on earth which duplicates the marvelous resources of this section, which duplicates its advantages for the support of a dense population and the creation of almost limitless wealth, and no man who attempts to keep at all informed about the material advancement of the country can do so without of necessity being acquainted with the figures which tell the story of the South's great upbuilding. But let it be emphasized that this upbuilding has barely commenced, that the wealth of this section, increasing as it has done for the last two or three years at the rate of over \$3,000,000 a day, is only at its beginning. Within the next ten years this section will far more than duplicate all that it has accomplished in the last quarter of a century. In fact, it is not beyond bounds to predict that in five years the South will make greater material progress than it has made in the last twelve or fifteen years.

As the South grows, so will Baltimore grow; as the wealth of this section increases, so will the trade and commerce and wealth of Baltimore increase; as the people of Baltimore come more thoroughly to a full appreciation of the strategic position with which nature has endowed this city, as they come to realize that it has tributary to it the predestined centre of the world's greatest industrial activities, they will of necessity take an ever-deepening interest in bringing to a full fruition the rich harvest of Southern potentialities.

"SEE THE OILS FLOW"
AT OUR EXHIBIT IN MACHINERY HALL



WM. C. ROBINSON & SON CO.

.. ESTABLISHED 1832 ..

— HIGH-GRADE LUBRICATING —
OILS AND GREASES

MAIN OFFICE
BALTIMORE, MD., U. S. A.

BRANCHES.....

PHILADELPHIA
TERRE HAUTE

BOSTON
INDIANAPOLIS

PITTSBURG
ALTOONA

CINCINNATI
CUMBERLAND

WORK:—CORAOPOLIS, PA.

M. S. Levy and Sons

MAKERS OF

Men's, Boys' and Children's

STRAW HATS



LOMBARD and PACA STS.
BALTIMORE, MD.

NEW YORK: 15 Washington Place

CHICAGO
PHILADELPHIA

BOSTON
SAN FRANCISCO

Hamburger Bros.
— & Co. —

MAKERS OF



BALTIMORE

NEW YORK

Leading Financial Institutions of Baltimore.



COMMERCIAL & FARMERS NATIONAL BANK.



WESTERN NATIONAL BANK.



OLD TOWN NATIONAL BANK.



MARYLAND CASUALTY COMPANY.

Transportation in Maryland==Rail

HEN viewed in the retrospect, there clings about the merchant of old times much that is both picturesque and romantic. His business of buying and selling goods crowded upon him adventures and dangers; and his gain—if by a stroke of misfortune it were not snatched from his hand—was very large. With valued wares packed upon his horses or mules he traveled through forest and over plain, sometimes alone, sometimes in company with other traders or his servants, and bargained with friend and foe, with fellow-countryman and foreigner. His object was to accumulate a fortune, for the quest of gold attracted him to the life he led. Yet his accomplishment was more than that, for the old-time trader—whether in Europe, Asia, Africa or America—was the advance agent of international intercourse, and the steed which bore his pack was also the carrier of civilization and progress.

There is, doubtless, lacking in the life of present day merchants both the picturesqueness and romance which attached to the trader of ages past, for a vast change has come over the commercial world. The telegraph and the telephone have annihilated distance, while the horse-of-steel, snorting in every corner of the world as it takes its way through mountain and over stream and into the bowels of the earth, has superseded the pack-horse of other days. And in about the same ratio that the steam locomotive reduced the time-distance between trader and customer, in the same ratio the steam railway increased the speed with which the gospel of civilization and prosperity has been spread. Especially is this true in America. Following close upon the heels of the pioneer, sustaining him practically in his perilous advance, the steam engine blazed the path of American progress westward. It laid the warp of steel rails from East to West; it laid the woof of steel rails from North to South, and on the network of railways with which the continent has been covered rests America's remarkable prosperity.

There have been many contributors to the business success of the American people. The inherent pluck and perseverance of the composite race which has been moulded here in the principles of its first settlers; the liberal and cheerful form of government under which the people live; the healthy and invigorating climate prevailing in most sections, and the richness of soil and favorableness of weather conditions generally—all these have made for prosperity. But no one of them has been more influential in bringing actual wealth to the people than the railroads. With the importance of the steam locomotive in America's progress duly valued, and bearing in mind the leading part which the Old Line State played in fostering early railroad-building, it is not difficult to understand that the State of Maryland and the people of Maryland have made a great and glorious contribution to the nation's success.

True, the American nation expanded before the advent of the steam railway, but that expansion was loose and insecure. It was not until the railroad knit the sections of the country close together, brought rural district to the very gates of the city, that the business of America, as well as its governmental organization, found a firm bottom upon which to rest. Maryland was one of the first to encourage extensive railway construction; indeed, the State bankrupted herself in a wild endeavor to give all her people railroad facilities. Toward this end all the money in the State treasury was spent and an enormous debt was contracted; but the railways were built. The State bore patiently her burden, and eventually discharged the recklessly incurred obligations to the last cent, while today an admirable series of railway systems, touching every corner of its limits, serves as a memorial to Maryland's generosity and foresight.

By a process of evolution—which in the main was either natural or economic, or both—the principal lines of railroads in the State have been concentrated into three large systems. First is the Baltimore and Ohio—the pioneer commercial railway not only of Maryland, but of the nation—which was originally designed to join by means of a land transportation line the City of Baltimore and the Ohio River. That in time it should have outgrown the limited field to which its early projectors dedicated it was natural in view of the country's unanticipated development. It was legitimate growth

which sent the arms of the Baltimore and Ohio northward toward New York: northwestward to the cities on Lakes Erie and Michigan: westward to St. Louis and the Mississippi, and southwestward into the rich coal lands of West Virginia.

The growth of the Pennsylvania system in Maryland has been due partly to consistent growth, but more especially consolidation based upon wise economy. The manner of constructing the earlier American railways was of such a nature as to preclude the possibility of successful operation. When the fever for internal improvements seized the nation, there were started scores and scores of railway lines that had little chance of succeeding (if they were ever so much as completed) because of their short length or the unpromising condition of the country which they traversed. These little lines—many but a few miles long—were projected in unreason and needed only the touch of afterthought to carry conviction to the promoters of the certainty of failure. When the truth of things was revealed, some of the enterprises were abandoned, others were permitted to drift into bankruptcy, while in other instances farsighted financiers saw the opportunity of turning failure into success by consolidation. There began, therefore, a period of healthy absorption, and from this grew the several lines which form the backbone of the Pennsylvania's system in Maryland.

The third of the big railways operating extensively in Maryland is the reorganized Western Maryland, including the old road of the same name (now practically being rebuilt), the West Virginia Central and Pittsburgh, and other small roads—all destined ultimately to go to make up the Wabash system, which is stretching its arms of steel westward from the Atlantic seacoast to the shores of the Pacific. The Western Maryland, in its earlier career, resembles the Baltimore and Ohio. It was the offspring of a desire of many Marylanders of half a century ago to retain to Baltimore part of the western trade then being diverted to northern cities, and it therefore struck a responsive chord in the people of the Old Line State, who supported the enterprise liberally. Its growth was gradual but steady until property was acquired by interests affiliated with the Wabash, since which time the development of the Western Maryland has been rapid and aggressive. In this latter period it follows somewhat the course pursued by the Pennsylvania Railroad in Maryland.

These three railways, which have been designated as the big systems by no means comprise all the transportation lines within the State; nor indeed do they include all the important roads. Besides those minor Maryland railways which are controlled by either the Pennsylvania or the Baltimore and Ohio, there are several large companies traversing the South which are afforded an avenue northward over the Pennsylvania's tracks, and several lines are operated independently in this State which are big factors in the commercial affairs of their respective sections. The Norfolk and Western, entering Hagerstown from the south, opens up to western Maryland a vast stretch of southern territory; the Maryland and Pennsylvania gives Baltimore access to a rich agricultural section of Pennsylvania and Maryland, and the Baltimore and Annapolis Short Line links the metropolis of the State with the State capital.

The history of railroads in Maryland begins with the early years of the second quarter of the last century. Following the war of 1812-15, the American people had grown enthusiastic regarding internal improvements, and there came a craze for building canals by which to transport the products of interior districts to the seacoast cities. Among the many artificial waterways planned was the Chesapeake and Ohio Canal, first undertaken by the Potomac Canal Company, which in time gave place to the Chesapeake and Ohio Canal Company. Its object was to afford the people on the Ohio River an outlet to the Atlantic via the Chesapeake Bay and to secure a part of the trade of that section. As affairs progressed, however, the people of Baltimore became apprehensive lest Washington should obtain all the benefits from the proposed canal, since its terminus was to be at Georgetown. Experts were employed to look into the feasibility of building a branch canal from Washington to Baltimore, but these reported that the proposition was impracticable. And as a result some Baltimoreans met on February 12, 1827, and started a movement for the construction of an all-rail transportation line between Baltimore and Wheeling, on the Ohio, which was to counteract any unfavorable influence which might be exerted upon Baltimore's participation in western business on account of the Chesapeake and Ohio Canal not reaching the city. This was the beginning of railroad-building in Maryland, and marked the birth of the Baltimore and Ohio Railroad.

MARYLAND TRUST COMPANY

N. W. Corner Calvert and German Streets, - BALTIMORE

CAPITAL - \$2,000,000

INTEREST ALLOWED UPON DEPOSIT ACCOUNTS SUBJECT TO CHECK
SPECIAL RATES UPON TIME DEPOSITS
SAFE DEPOSIT BOXES FOR RENT IN FIRE AND BURGLAR PROOF VAULT

Acts as Financial Agent for Corporations, Firms and Individuals; as
Trustee under Corporation Mortgages; as Depository under Plans of
Reorganization; and as Registrar and Transfer Agent of Bonds and Stocks

A LEGAL DEPOSITORY FOR
COURT AND TRUST FUNDS

TRANSACTS A GENERAL TRUST
AND BANKING BUSINESS

OFFICERS:

GRIER HERSH,	- - -	President,
L. S. ZIMMERMAN,	- - -	2nd Vice-President,
CARROLL VAN NESS,	- - -	Treasurer,
JERVIS SPENCER, Jr.,	- - -	Assistant Treasurer,
IVAN SKINNER,	- - -	Assistant Secretary,

DIRECTORS:

Josiah L. Blackwell,	John T. Hall,
G. Clymer Brooke,	George C. Jenkins,
H. Carroll Brown,	Joshua Levering,
John W. Castles,	Oscar G. Murray,
Joseph R. Foard,	Henry F. Shoemaker,
B. Howell Griswold, Jr.,	James Speyer,
A. Barton Hepburn,	Douglas M. Wylie,
Grier Hersh,	L. S. Zimmerman.

Leading Financial Institutions of Baltimore.



NATIONAL BANK OF COMMERCE.



CITIZENS NATIONAL BANK.

The first stretch of the Baltimore and Ohio—reaching from Baltimore to Ellicott's Mills, a distance of 15.30 miles—was opened for traffic on May 24, 1830. During the next twenty years many railroads were projected in the United States, and of these a number were actually built, so that by the year 1850 Maryland and the District of Columbia boasted a total railway mileage of 259, and this was increased in the succeeding decade to 386 miles. The Civil War somewhat retarded the progress of railroad-construction, but immediately after the close of that conflict work was resumed on the several lines under way or being extended, and by 1870 there were 671 miles of roads within the State and the District. The next decade—that from 1870 to 1880—was a notable one in the history of American railroads, and the figures at the close of the period, despite the financial depression which had been



MT. ST. JOSEPH'S COLLEGE.

experienced, showed great progress. The mileage in Maryland, exclusive of the District of Columbia, was 1,040 in 1880, while at the close of the year 1905 the aggregate of railroads in the State had increased to 1,406 miles.

This latter figure, however, presents no true indication of the progress which Maryland's railways have made since 1880. The past decade and more has marked a season of phenomenal reconstruction; and by the straightening of curves, the reduction of grades, and similar improvements, the actual length of existing roads in most of the eastern States has been materially decreased, and were it not for the extension work which has been carried on in a conservative way there would appear, upon the surface of things, a loss in the railroad trackage over the figures of previous years. The present day accentuates the betterment of railroads; it is an age of railroad reconstruction.

The financial prosperity of the American railroads is a matter of general knowledge. Throughout the country the transportation lines are handling as much business as their equipment will permit, while there is a keen competition among them to obtain such additional equipment as foundry and car-

PATAPSCO SUPERLATIVE FLOUR

FOR

PARTICULAR HOUSEKEEPERS



C. A. GAMBRILL MFG. CO.

BALTIMORE, MD.

C. F. MEISLAHN

C. & P. Phone 1825-Y

C. F. MEISLAHN & CO.,
Manufacturers of FURNITURE



Sculptors
and
Designers

Fine Mantels
and

Furniture
and all

Interior
Woodwork
to order

Composition
Ornaments

THE NATIONAL MECHANICS BANK..

COR. SOUTH and GERMAN STS.

BALTIMORE

CAPITAL, - - \$1,000,000

SURPLUS, - - - \$1,000,000

We Want Your Bank Account

CORRESPONDENCE AND INTERVIEWS
ARE SOLICITED

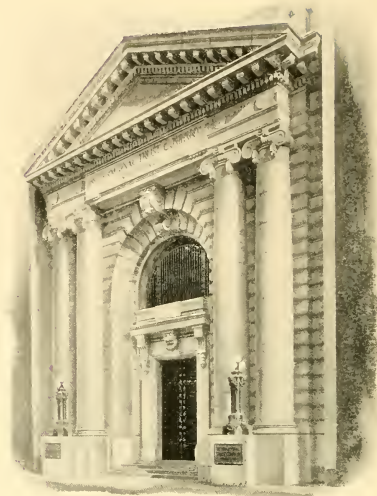
JOHN B. RAMSAY, President JAMES SCOTT, Cashier
CHAS. HAHN, Asst. Cashier

19 CLAY STREET BALTIMORE, MD.
NEAR CHARLES STREET

Leading Financial Institutions of Baltimore.



DROVERS AND MECHANICS NATIONAL BANK.



INTERNATIONAL TRUST COMPANY.



MERCANTILE TRUST AND DEPOSIT COMPANY.



NATIONAL BANK OF BALTIMORE.

International Trust Company Baltimore Street O F M A R Y L A N D near Light

CAPITAL AND SURPLUS, \$2,801,603.78

--- OFFICERS ---

DOUGLAS H. GORDON, President

SAMUEL C. ROWLAND, Vice-President

SUMMERFIELD BALDWIN, Vice-President

CHARLES D. FENHAGEN, Secretary and Treasurer

WALTER D. FOCKE, Assistant Secretary and Assistant Treasurer

Interest allowed on Checking Accounts

Safe Deposit Boxes, all Prices

Letters of Credit issued, covering every important city in the world

Ladies' Accounts Especially Solicited

Good Investment Bonds for Sale to Customers

JOHN J. BUFFINGTON & CO., SEED MERCHANTS

104 SOUTH CHARLES STREET, . . BALTIMORE, MD.

Importers, Exporters and Jobbers of

Grass and Field Seeds—Seed Peas and Beans—Poultry and
Chick Food—Crushed Oyster Shell—Mico-Spar Cubical Grit

Red Clover
Alsike Clover
Alfalfa Clover
Crimson Clover
White Clover
Timothy
Orchard Grass

Red Top
Blue Grass
Rye Grass
Lawn Grass
Meadow Fescue
Tall Meadow Oatgrass
Millet

Hungarian
Sorghum
Kaffir Corn
Buckwheat
Rye
Wheat
Oats
Flax Seed

Cow Peas
Canada Field Peas
Vetch
Dwarf Essex Rape
Poultry Food
Chick Food
Beet Scraps
Meat Meal

Crushed Bone
Granulated Charcoal
Bird Millet
Hemp Seed
German Rape
Bird Vetch
Canary
Sunflower

We issue weekly blotter quotations to the merchant trade—if wanted regularly
write us—they are free to dealers

Samples and special prices cheerfully furnished on request, car lots or less.

NEW AND SECOND HAND SEAMLESS COTTON BAGS

works are able to turn out. This condition prevails in Maryland in no less degree than elsewhere. It is, of course, impossible to estimate the exact earnings of railroads in the State, because of the fact that the principal lines are interstate, while there are many companies doing business in Maryland which cannot be regarded as belonging to the State. There is, for instance, no method by which the Maryland earnings of either the Baltimore and Ohio or the Pennsylvania may be satisfactorily separated from the general earnings; at the same time the receipts of such companies as the Seaboard and the Southern Railroads represent in a measure Maryland business though it would be unreasonable to regard them as Maryland lines. For the four months ending October 1, 1830, the gross earnings of the Baltimore and Ohio Railroad Company were \$20,012 or at the rate of \$60,036 a year; for the twelve months ending June 30, 1906, the same company reported gross earnings of \$77,392,056. The Western Maryland earned nearly \$4,000,000 in the ten months ending April 30, 1906, while the amount of its daily business at the time was making rapid and uninterrupted advances. The Pennsylvania system east of Pittsburg showed a yearly business of \$139,653,838. These figures do not indicate what railroads in Maryland earn, but they do suggest the gigantic proportions which have been attained by those companies operating in the State.

The Baltimore and Ohio was chartered by the Maryland legislature on February 28, 1827, and by the legislature of Virginia about a week later. Construction was begun July 4, 1828, and the road was opened to Ellicott's Mills in 1830; to Frederick in 1831; to Harper's Ferry in 1834; to Cumberland in 1842; and to Wheeling—which completed the line as originally planned—in 1853. The system now extends from Philadelphia, Baltimore and Washington to Chicago and St. Louis, and has an entrance into New York over the lines of the Reading and the Central Railroad of New Jersey. The company operates lines in New Jersey, Pennsylvania, Delaware, Maryland, District of Columbia, Virginia, West Virginia, Ohio, Illinois, Indiana, Kentucky, and Missouri. On March 1, 1896, the Baltimore and Ohio was placed in the hands of Receivers, who directed its affairs for more than three years; and on July 1, 1899, the railroad was restored to the company, having been reorganized and practically rebuilt without foreclosure. This result was accomplished through the ability and energy of the Receivers, the late John K. Cowen, President; President, Oscar Murray and the wisdom of Judge Morris of the U. S. Court of the Maryland District. In addition to the lines owned, the Baltimore and Ohio operates numerous smaller roads either under lease or charter. It is closely affiliated with the Cumberland and Pennsylvania Railroad, a line owned by the Consolidation Coal Company and extending from Cumberland, Md., to Piedmont, W. Va. Very recently the Baltimore and Ohio purchased from the State of Maryland its interest in the Washington Branch, which constitutes most of the Baltimore and Ohio's line between Baltimore and Washington, and which had been owned jointly by the railroad and the State.

The Pennsylvania Railroad Company was chartered by the State of Pennsylvania on April 13, 1846, its purpose being the construction of a line between Harrisburg and Pittsburg, and this road was opened on February 15, 1854. The subsequent growth of the Pennsylvania system has been a combination of natural development and economic consolidation. That portion of the Pennsylvania which is operated between Philadelphia and Washington is now known as the Philadelphia, Baltimore and Washington Railroad, and formally came into being on November 1, 1902, when the Philadelphia, Wilmington and Baltimore, and the Baltimore and Potomac railroads were consolidated. Of these two consolidated lines the former is much older than the Baltimore and Potomac. The Philadelphia, Wilmington and Baltimore Company was formed February 5, 1838, by the gathering under one company of the Philadelphia and Delaware County, the Wilmington and Susquehanna, the Delaware and Maryland, and the Baltimore and Port Deposit lines.

In 1876 the Philadelphia, Wilmington and Baltimore leased the Delaware Railroad, which had been chartered in 1836, and was opened for traffic in 1860. Several years later, or in 1881, the Pennsylvania purchased a controlling interest in the Philadelphia, Wilmington and Baltimore, and since that time the history of the latter company has been marked with active development by both extension-building and the acquirement of connecting lines. In 1899 it absorbed the Cambridge and Seaford, the Delaware and Chesapeake, and the Queen Anne's and Kent railroads. Two years later the Baltimore and Delaware Bay and the Smyrna and Delaware were acquired; while even more recently control has

WILLIAM WILSON & SONS,
Established 1802

WILSON, COLSTON & CO.
Established 1867

WILSON, COLSTON & CO. BANKERS



(Members of the Baltimore Stock Exchange since 1867)

216 E. Baltimore Street, BALTIMORE, MD.

A general Banking business transacted

Deposits received and interest allowed by agreement.

Dealers in INVESTMENT SECURITIES, and a selection constantly on hand, offering good security and attractive interest.

Exceptional facilities on SOUTHERN SECURITIES, having a large personal and business acquaintanceship in the South, and being pioneers in the introduction of Southern Securities in Baltimore.

Loans negotiated on collateral security, with special advantages for borrowers, and with a successful experience of forty years.

Letters of Credit and Exchange on

Messrs. J. S. MORGAN & CO., London,

Messrs. MORGAN, HARJES & CO., Paris,

New York correspondent, First National Bank.

Correspondence invited and prompt attention given.

MIDDENDORF, WILLIAMS & CO.

BANKERS

Corner North and Fayette Streets
BALTIMORE, MD.

Special attention given to the selection of Conservative Investment Securities for Savings Banks, Trust Funds and Individuals.

Our Weekly Investment Circular Sent Free Upon Application.

been gained of the lines operated by the Baltimore, Chesapeake and Atlantic Railway, which in turn controls the Maryland, Delaware and Virginia Railway Company.

In this way the Pennsylvania has secured a network of lines upon the Eastern Shore of Maryland which reach every section of importance. The system extends to Columbia, Pa., from Perryville, a distance of 42 miles; from Shellpoint Crossing to Delmar, Del., 95 miles; from Seaford, Del., to Cambridge, Md., 32 miles; from Clayton, Del., to Oxford, Md., 54 miles; from Massey to Chestertown, 20 miles; from Delaware to Centerville, 35 miles; from Georgetown, Del., to Franklin, Va., 43 miles, and from Harrington to Rehoboth, Del., 43 miles. There is also the New York, Philadelphia and Norfolk Railroad operating upon the Eastern Shore, which is closely affiliated with the Pennsylvania. This line extends from Delmar, Del., to Cape Charles, Va., while by means of an extensive ferry system the service is continued to Norfolk, Portsmouth and Old Point Comfort. The company was formed in 1882, by a consolidation of the Peninsula Railroad Company of Virginia, which in turn had been a consolidation of the Worcester and Somerset Railroad with the Peninsula Railroad.

The Baltimore and Potomac Railroad originally connected Baltimore with Bowie, a distance of 24 miles. It was later extended through to Washington, giving it a length of 43 miles, and a branch line was built to Pope's Creek, which gave the company an entrance to Southern Maryland. The line to Washington was opened for traffic on July 2, 1872. The Pope's Creek branch was put in operation on January 1, 1873, its total length being 48 miles. With the many lines thus making up the Pennsylvania's system between Washington and Philadelphia, and on the Eastern Shore of Maryland, the company owns 214.05 miles of lines and operates under contract 487.98 miles additional in this State. The Philadelphia, Baltimore and Washington Company's gross earnings for six months amounted to \$7,493,475, which at the same rate would be \$14,986,950 a year. The annual earnings of the New York, Philadelphia and Norfolk Railroad Company are \$2,076,067. In addition there are the earnings of the Baltimore, Chesapeake and Atlantic, and the Maryland, Delaware and Virginia railroads, which are not included in the Philadelphia, Baltimore and Washington Company's report.

The Baltimore, Chesapeake and Atlantic Railway Company owns the line between Claiborne and Ocean City, a distance of 87 miles, with a short branch line from Salisbury to Fulton. The company was organized under the laws of Maryland, in September, 1894, and took over the affairs of the Baltimore and Eastern Shore Railroad, and several boat lines running between Baltimore and the Eastern Shore. The Company's gross receipts for 1905 were \$866,864.49. The Maryland, Delaware and Virginia Railway, controlled by the Baltimore, Chesapeake and Atlantic Railway, owns a line from Love Point, Md., to Lewes, Del., and from Queenstown, Md., to Centerville, Md., with a total mileage of 77 miles, and has a trackage right from Lewes to Rehoboth, 5 miles. This company also operates several lines of steamers between Baltimore and the Eastern Shore. The company was formed in 1904, and purchased at foreclosure in 1905, the property of the Queen Anne's Railroad Company, which had originally built the railroad lines now operated, and also of several steamboat companies. It reports gross receipts for the year \$659,513.

The Northern Central Railway—another arm of the Pennsylvania system—came into existence, though under another name, a short while after the Baltimore and Ohio. The Baltimore and Susquehanna Railroad Company, one of the first railroad companies organized in Maryland, was chartered by the State Legislature March 14, 1832, and the road was opened for traffic in 1838. The York and Maryland Line Railroad was opened the same year; the York and Cumberland began operations in 1851, and the Susquehanna Railroad was chartered the same year. These four lines joined on December 9, 1854, as the Northern Central Railway, which owns a line reaching from Baltimore, Md., to Sunbury, Pa., a distance of 144 miles, with branch lines to Canton and up the Green Spring Valley. In addition there are operated under contract somewhat more than three hundred miles of railway. The main line operated by the Northern Central reaches the Elmira and Williamsport Railroad and its northern extension by using the tracks of the Philadelphia and Erie between Sunbury and Williamsport.

The Northern Central also operates the York, Hanover and Frederick Railroad, which was formed on March 1, 1897, by consolidating the Frederick and Pennsylvania Line and the Hanover and York Railroads. This line extends from York, Pa., to Frederick, Md., a distance of fifty-five miles. The Northern Central came under control of the Pennsylvania system in the early eighties, when its

BALTIMORE'S FAME

Has been sounded in the remote corners of the world in recent years by the now world-renowned

RESINOL SOAP

Where civilization has reached Resinol Soap is in demand, because it

KEEPS THE SKIN RIGHT UNDER ALL CONDITIONS OF WEATHER
AND CLIMATE

Whether the atmosphere is wet and cold or the winds dry and dust-laden, this soap keeps the skin soft and smooth and free from eruptions and wrinkles, Resinol Soap is a chemically pure, medicated toilet soap, suitable alike for the youngest infant, fairest maiden and brawny ranchman. It puts life into the skin and brilliancy into the complexion. It has the same medicinal properties as Resinol Ointment, which is the best remedy known for every form of cutaneous disease.

It not only cleanses but also nourishes the skin. It obviates the tendency to pimples and other eruptions. It gives life and lustre to the hair and keeps the scalp free from dandruff. It is made by the

RESINOL CHEMICAL CO.

Sold in all Drug Stores

BALTIMORE, MARYLAND

Wm. Numsen & Sons

INCORPORATED

18 Light Street - Baltimore

Packers of the

CLIPPER BRAND CANNED GOODS



BRANCHES

Salem, N. J. Geneseo, Ill.

HIGH GRADE CANNED GOODS

"WAGNER'S POINT"

A Sparkling Jewel in the

"CROWN OF THE CHESAPEAKE"

THERE it is—to the left as you enter the harbor of Baltimore, and to the right as you leave it. Historic Fort McHenry is to the left of Wagner's Point, Fort Hawkins' Point to the right, Fort Howard almost immediately opposite, with Fort Carroll, amid-stream, only a few hundred yards away. Do you ask the significance of the Forts? So long as the Forts remain, just so long will the source of the greatest baked beans in the world remain secure from attack by the enemy. Uncle Sam hath guarded well this treasury of America's favorite baked beans

MARTIN WAGNER CO.

BALTIMORE MARYLAND

Leading Financial Institutions of Baltimore.



WILSON, COLSTON & COMPANY.



MERCHANTS NATIONAL BANK.



FARMERS AND MERCHANTS NATIONAL BANK.



NATIONAL MECHANICS BANK.

board of directors invited the Pennsylvania Company to open negotiations for the permanent leasing of its lines. Although controlled by the Pennsylvania, it is operated independently. Its gross earnings amounted to \$10,531,962 in 1905. The Baltimore and Sparrows Point Railroad, owning the line from Colgate Creek to Sparrows Point, is operated by the Northern Central. The Cumberland Valley Railroad, operating between Harrisburg, Pa., and Powell's Bend, Md., on the Potomac River, is controlled by the Pennsylvania, but operated independently. This company owns eighty-one miles of lines and operates, under lease or contract, 80.95 miles additional.

• The Western Maryland Railroad Company was known originally as the Baltimore, Carroll and Frederick Railroad Company, receiving its charter from the Maryland Legislature in 1852. The following year it obtained legislative permission to adopt its present name. Construction on the road was begun in July, 1857, and a section of the line, beginning at a station known as Relay, on the Northern Central, and extending westward for about forty miles, was opened in November, 1862. During its early years the company reached Baltimore over the tracks of the Northern Central, and operated as part of its system the Green Spring Valley line. Later, however, the line was continued to Fulton Station, and then the Green Spring branch was turned over to the Northern Central.

The entire line from Fulton Station, Baltimore, to Williamsport was completed in 1873, in December of which year the road was opened throughout for traffic. Two years later the Western Maryland gained an entrance into the heart of Baltimore via the Baltimore and Potomac tunnel and the tracks of the Northern Central, and an extension was constructed from Union Station to Hillen Station, where the city erected a depot for the railroad's use. As soon as the Western Maryland had succeeded in reaching the territory that it had originally been planned to open up, there began a period of healthy expansion. Railroad lines were projected in various directions along the line, and these in time were either acquired or leased. The Cumberland Valley road was begun in 1877, having as its purpose the connecting of the Western Maryland with the Reading system at Shippensburg, and when completed was leased to the Western Maryland Company, which began operating it on July 5, 1880. Several profitable feed lines, which had been fostered by the Western Maryland, were consolidated in 1886 as the Baltimore and Harrisburg Railway Company, which came under control of the Western Maryland.

The Company absorbed on November 1, 1905, the Potomac Valley Railway, the Western Maryland Tidewater Railroad, the Coal and Iron Coke Railway, and the Belington and Beaver Creek Railroad. The Potomac Valley Railroad Company had been formed in 1890 to build an extension from near Williamsport, Md., to the Baltimore and Ohio's lines at Cherry Run, W. Va. The Tidewater line was built in conformity with the terms of the sale by Baltimore of its interest in the Western Maryland, and affords the railroad a line to the waterfront. The system has been combined with that of the West Virginia Central and Pittsburg, giving an entrance into the richest coal districts of West Virginia, and also more recently with the George's Creek and Cumberland. At the same time construction is progressing on the lines with which it is purposed ultimately to connect the Western Maryland and the Wabash's terminus near Pittsburg. This later phase of the Western Maryland's development began when the Fuller Syndicate purchased from Baltimore City its interest in the Western Maryland, in 1902, the syndicate representing the controlling interests in the Wabash, who had long sought an entrance into the East that would carry the Wabash to the Atlantic seaboard. The present Western Maryland operated on May 1, 1906, nearly four hundred miles of railway which it owned and one hundred and fifty miles of leased lines.

Of the smaller lines operating in the State: The Maryland and Pennsylvania, connecting York, Pa., and Baltimore, has a total length of 78.7 miles. The company was formed on February 14, 1901, through a consolidation of the Baltimore and Lehigh and the York Southern Railway companies, and earns annually \$372,565 gross. The Baltimore and Annapolis Short Line owns 22 miles of track between Annapolis and Clifords, on the Baltimore and Ohio, and has a track right into the city over the road of the latter line. The company's gross earnings amount to \$165,400 a year. This company also operates a short branch line between Annapolis and the United States Naval Academy. Another line, extending from Annapolis Junction to Annapolis, and known as the Annapolis, Washington, and Baltimore Railroad, connects the capital of the State with Baltimore and Washington. The Chesapeake Beach Railway extends from Chesapeake Junction, D. C., to Chesapeake Beach, Md., a distance of 32

miles, and has trackage rights over the Baltimore and Ohio from Chesapeake Junction to Hyattsville. This company earns annually \$63,354.00 gross.

These smaller railways, however, must be regarded more as sectional enterprises than as transportation systems which concern the State generally. They serve their territories satisfactorily; but they are not important factors in advancing Maryland among the commonwealths of the Union, as are the three big systems. One of these three—the Western Maryland—is still in a formative stage; the other two have apparently for a time given up thought of increasing the length of their lines that they may devote entire attention to the subject of betterment. Both the Pennsylvania and the Baltimore and Ohio are investing vast sums in improving the condition of existing lines and in constructing a new Union Station in Washington. The Western Maryland, too, is making extensive improvement in Maryland in straightening its lines and lowering its grades from Baltimore to Emory Grove and in laying down a double track. With these three roads in the State rapidly approaching a stage of great improvement, Maryland is indeed fortunate in the railway accommodations afforded not only the people in Baltimore and the more important cities; but in suburban and rural sections as well.

Transportation in Maryland==Water

FROM her geographical position and physical features it would appear that nature especially designed Maryland for a maritime State. The Chesapeake Bay, breaking the commonwealth into two parts, seemed ready to assume a dual rôle in the development of the land stretching out from its banks on the east and on the west. To the sea-captain, with his reasonable fear of coasts though the mid-ocean had no terrors for him, the great inlet held forth an inviting hand; its channel was deep, its scenery picturesque, and, what was more, it was a haven of safety through which he could leisurely seek his way to port. It was this aspect of the Chesapeake Bay which opened to Maryland the door of the world's commerce. The second phase of the State's natural endowment as a maritime power was the fact that this expansive body of water, which divides the commonwealth in halves, and the Potomac river, which sweeps the western boundary of the State, afforded unequalled means for handling the agricultural and commercial products of every corner of the State.

In the handling of freight, the railroad is not an equal competitor of the boat. Where a natural waterway is found, a transportation line may operate with boats at a comparatively small initial outlay, and its operations begin without delay. The railroad, however, means enormous outlays for construction, a considerable lapse of time between the beginning of a line and its completion, and finally such heavy operating expense as will not permit it to compete with a water transportation company except where haste in delivery is of primary importance. And thus appears the extent of Maryland's natural advantages—bay and rivers, with their many inlets and tributaries, and magnificent harbors provided the elemental requisites for a world-wide commerce. How far Maryland availed herself of these opportunities is found written in the substantial and progressive cities and towns which overlook the rivers and bay: in the highly developed farmlands which stretched inward from the water's edge; and in the many ships which touch the local ports, exchange cargoes with other States of the Union, or travel to the four corners of the earth in the great cause of international commerce.

The maritime history of Maryland begins with the first chapter of the colony's authentic story, for it was the ship which placed upon Maryland soil the first adventurers and settlers and saved them from suffering and loss like other colonies. And it was not long before the ship became a commercial, as well as a social factor; for the colony began to engage in agriculture, and the products of the soil were more abundant than local consumption required, and the colonists began an export trade to offset in a measure the import trade which had begun when the first settlement was effected.

The importance of shipping to the life of the Province soon impressed itself upon the people, and in time they began to realize the great benefit that would accrue if they engaged in building ships. The

THE OLD TOWN NATIONAL BANK

CORNER GAY AND EXETER STREETS :: :: BALTIMORE, MARYLAND

UNITED STATES, STATE AND CITY DEPOSITORY

CAPITAL	\$200,000.00
SURPLUS AND PROFITS	75,000.00
AVERAGE DEPOSITS	1,300,000.00

... Letters of Credit Issued, Payable in All Parts of the World ...



JACOB W. HOOK,
President.

.....OFFICERS.....
JACOB W. HOOK, - - - - - President
DAVID E. EVANS, - - - - - Vice-President
HENRY O. REDUE, - - - - - Cashier

.....BOARD OF DIRECTORS.....
Jacob W. Hook
Robert Fusselbaugh
Aaron Benesch
Robert T. Gill
Louis E. Bartel
J. Henry Snyder of C.
David E. Evans
Henry A. Brehm
George Schilling



HENRY O. REDUE,
Cashier.

Baltimore, Chesapeake & Atlantic Ry.,

OCEAN CITY, MD.

And points on Eastern Shore of Maryland and Virginia.

Maryland, Delaware & Virginia Ry.,

And points on Eastern and Western Shores of Chesapeake Bay.
Delightful tours arranged for three days, and all the week trips.
Visitors to the Jamestown Exposition will find these trips especially
enjoyable. Ask Mr. Foster about them. For full particulars apply to

T. MURDOCH, Gen. Pass. Agt.,

PIER 2, LIGHT STREET

BALTIMORE, MD.



LOADING SHIP AT NEW WARASH PIER

venture into the ship-building industry soon passed the experimental stage, and eventually Maryland ingenuity and perseverance developed an almost perfect type of sailing boat—the Baltimore clipper. "Their admirable forms for the combination of stability with great speed and for holding their course; their long and slender masts, and their unusually large spread of canvass, cut perfectly that none of the propelling force of the wind was lost or wasted, presented a rig exactly adapted to the model of their need, and won them favor all the world over." The ship

service of Maryland at the first was by no means regular, but the foundation was being laid to the State's commercial career and also for improvement in the manner of connecting the various parts of the State with each other and with other sections and countries.

Before the introduction of steamboats, the traveller by water from Baltimore, either North or South, had to seek accommodations on the old packet-boats. These vessels would carry him as far as inside navigation would permit, where he was met by stages to continue his journey either to his destination or to some other sailing-boat point. As early as 1804, a regular packet service was begun between Baltimore and Philadelphia; the Baltimore sloops going as far as Frenchtown, from which place the passengers and freight were carried to New Castle, where they were taken aboard another sloop and continued on to Philadelphia. A rival packet line was started in 1808, which used as its stage-line points, the head of the Elk River and Delaware City. These two companies were consolidated as the Union Line in 1810, and three years later steamboats superseded the sailing vessels. In announcing this change, the Union Line advertised that the steamboat acquired for the run out of Baltimore "has performed her first trip this day to Frenchtown and back in 24 hours—a distance of 140 miles." Truth is, the distance was but 120 miles, and the boat had an average run of 5 miles per hour.

A steamboat service from Baltimore to Norfolk and Richmond was begun in 1815; and about the same time was established a regular steamboat service between Baltimore and Annapolis. In 1818 the shipping business of Baltimore expanded so as to reach Talbot County regularly. For some time thereafter great advances were made in the character of steamboat service, although Baltimore was long satisfied with the extent to which its water transportation line had been expanded. At this time the city and the ports generally of the Chesapeake were reached by occasional boats, both sail and steam, and this irregular service constantly increased. In 1849 a regular service was begun between Baltimore and South Carolina, and in 1856 a steamship company established a line of boats between Baltimore and Boston. Although Baltimore was reached more or less frequently with ships from foreign ports, it was not until 1865 that a regular service between the city and a foreign port was begun. The very first ship which came to America from Europe had touched in Baltimore, on its way to New York. This was in 1838, when an English boat, which had made the trip to Jamaica in the hope of engaging in packet service and found the field unpromising, continued its way to the United States, touching first at Norfolk, and then at Baltimore. The regular international service started in 1865, connected Baltimore with Liverpool, and was operated by a company which was later succeeded by the North German Lloyd.

These steamer routes, established in the early days of power boats, have advanced to a high standard through the succeeding years; while many new lines have been created. One of the first lines started—that between Baltimore and Philadelphia—by the canal—continues today, and does an enormous business in both the freight and passenger departments. The old connecting stage, however, has disappeared, and along its route there is the picturesque stream of the Chesapeake and Delaware Canal,

SHAW BROTHERS

COAL

No. 10 SOUTH STREET,

BALTIMORE, - - - MD.

MADE IN
BALTIMORE



HESS' SUPERIOR FOOTWEAR

We have established our reputation in Baltimore by fifty years experience in masterly Shoe-craft. Our Shoes are known far and wide as the best that skillful workmanship and highest quality materials can produce :: ::

N. HESS & BRO., Factories, Fayette and Harrison Sts.

RETAILED BY

N. HESS' SONS

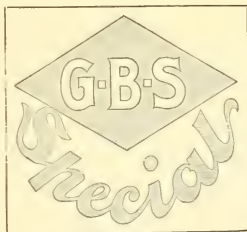
8 Baltimore Street, EAST
BALTIMORE, MD. OF CHARLES

WHEN YOU ORDER BEER

At Cafe, Hotel or Restaurant, let it be a Bottle of OUR NEW BRAND,

BALTIMORE'S HIGHEST
QUALITY
BOTTLED BEER

There is None Better



A Beer You'll Like

FAMILY ORDERS
PROMPTLY FILLED

Brewed with the special aim to give Baltimore beer drinkers a beverage better than any high-priced commodity on the market—a product of the best malt and hops, scientifically treated, carefully stored and aged to the right point of palatable flavor.

G.-B.-S. BREWING CO., CENTRAL AVE. AND FAWN ST.

Leading Retail Establishments of Baltimore.



HUTZLER BROTHERS.



STEWART & Co.



HOCHSCHILD, KOHN & Co.



JOEL GUTMAN & Co.

so that the Baltimore and Philadelphia Steamboat Company carries its passengers and freight through to Wilmington, Delaware, and Philadelphia. It is southward, however, that Maryland has developed the greatest interstate commerce, and there are several lines of steamers which connect the Monumental City with Virginian ports. The Baltimore Steam Packet Company (The Old Bay Line) reaches Norfolk, Portsmouth and near-by Chesapeake towns. The Chesapeake Steamship Company operates a competitive line, reaching the group of cities circling Norfolk; and also has the York River Line, which runs between Baltimore and Richmond via West Point, Virginia. Finally, there is an almost daily service between Baltimore and Norfolk on the several lines of the Merchants and Miners Transportation Company, thus giving the shipper and traveller between Baltimore and Virginia the service of practically three boats each way a day. The Merchants and Miners Company has an extensive system of interstate service, its boats out of Baltimore reaching Savannah, Georgia; Providence, Rhode Island; and Boston, Massachusetts; all of them touching at Norfolk, both on the outward and the return trip.

All of Maryland's cities and towns upon the Chesapeake are connected with Baltimore, and to a large extent directly with one another by numerous lines of steamers. Although the separate lines were at first independent of one another, by expansion and acquisition their control has been much centralized, and today the Pennsylvania Railroad is, through several subsidiary companies, the largest operator of steamboats plying between different points upon the Chesapeake bay. The lines controlled by this company are under the direct management of two concerns, the Baltimore, Chesapeake and Atlantic Railway Company, which is affiliated in interest with the Pennsylvania; and the Maryland, Delaware and Virginia Railway, which is controlled by the Baltimore, Chesapeake and Atlantic Company by the ownership of a majority of its stock. Both concerns operate railroad lines upon the Eastern Shore of Maryland in connection with their steamers.

The Baltimore, Chesapeake and Atlantic Railway Company was organized in 1894 as successor to the Baltimore and Eastern Shore Railroad, the Eastern Shore Steamboat Company, the Maryland Steamboat Company, and the Choptank Steamboat Company. Its present system extends to Cambridge, Claiborne, Crisfield, Denton, Deal's Island, Easton, Oxford, Pocomoke City, Salisbury, Snow Hill, Trappe, etc. The floating equipment includes sixteen passenger and freight steamboats and the entire service comprises a total water mileage of 1,131 miles. The Maryland, Delaware and Virginia Railway Company was formed in 1905 to take over the properties of the Queen Anne's Railroad Company, the Weems Steamboat Company, and the Chester River Steamboat Company, with 14 passenger and freight steamers. The company operates 1,039 miles of water lines, reaching Centreville, Chestertown, Denton, Love Point, Rock Hall, and touching numerous Western Shore towns by its lines upon the Patuxent, Potomac and Rappahannock rivers.

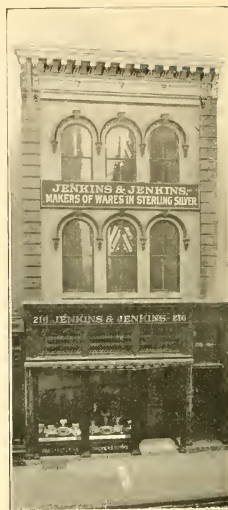
The Tolchester Company, in addition to its summer service to Tolchester Beach—a resort on the Eastern Shore—has four lines of passenger and freight steamers—the Annapolis and West River Line, the Little Choptank River Line, the Sassafraz River Line, and the Port Deposit Line; the latter touching at Betterton and Havre de Grace as well as Port Deposit. In addition to these larger steamboat companies, there are a number of little transportation companies whose boats ply regularly on the Chesapeake and its tributaries. There are also many thousand sailing vessels which in winter traverse the Chesapeake with cargoes of oysters, grain, lumber and coal, and which in the warmer seasons carry fruits and vegetables from the Maryland farms to Baltimore and other markets. The Bay is well dotted with these small craft, which, while adding their mite to the commerce of the State, contribute a considerable share to the advantages and attractions of the great water-way of Maryland.

In addition to the Merchants and Miners, the several Norfolk lines, the Richmond company, and the lines operating northward via the Chesapeake and Delaware Canal to Wilmington, Philadelphia and New York, there are a number of regular lines running out of Baltimore to American and foreign ports. The North German Lloyd operates its Baltimore-Bremen line between the Monumental City and European ports, and the steamships of this company are big factors, not only in the commercial affairs of the State, but in bringing to the port of Baltimore great numbers of immigrants. The Atlantic Transport Company and the Donaldson, Johnston and Blue Cross lines of steamships, transact a large part of the European trade of the United States. The Baltimore and Carolina Steamship Company forms a link between Baltimore and the seaports of North and South Carolina, and the United Fruit

Prominent Baltimore Firms.



HENNIGEN-BATES COMPANY.



JENKINS & JENKINS.



CLARK & COMPANY.



SAMUEL KIRK & SON COMPANY.

Company's steamships do a big freight and passenger business between Baltimore and Jamaica and the West Indies.

The fact that three companies are able to operate with profit separate daily steamer service between Baltimore and the great seaport towns of Virginia is sufficient evidence of the extent of Maryland's trade with the South. The frequency with which Baltimore steamboats run to the larger Maryland towns upon the Chesapeake is suggestive of an enormous exchange of freight with these centers, while the earnings of the larger companies is conclusive testimony of the profitableness of the business. The trade through the canal with the northern cities, and also the business of the outside domestic steamships speaks of close and desirable relationship with the northern traders. And the army of little boats carrying their cargoes to the Monumental City, and there exchanging them for manufactured articles, need no other witness as to the prosperity attending their endeavors than the fact that their number is constantly increasing.

But it is the ship which comes through the capes from across the sea—from Europe, from Africa, and from South America—loaded with articles the nation imports, and which sails away again with American products; which contributes most to Baltimore standing as a seaport town and to the sum total of America's yearly business. In the year 1905 there entered Baltimore from foreign ports 80 sailing vessels, with a total tonnage of 42,502, and 638 steamships, with a total tonnage of 1,182,458. Of these steamships England was represented by 266,026 tons; Cuba with 227,639 tons, and Germany with 215,377 tons. Sixty-three sailing vessels cleared from Baltimore for foreign ports, having a total tonnage of 27,228; while 627 steamships, with a tonnage of 1,222,470, loaded in Baltimore for foreign lands. Of the outgoing steamships Germany had the largest representation in tonnage, being 301,989, while England was second, with 286,375. The incoming cargoes had a value of \$21,181,239; while the freight carried off was worth \$91,215,058. In other words these ships added in the twelve months of 1905, \$112,396,297 to the total of exports and imports of the United States. This is Baltimore's share in the foreign trade of America.



FREIGHT SHED AND COAL PIERS, PORT COVINGTON, ON THE W. M. R. R.

Leading Newspapers of Baltimore.



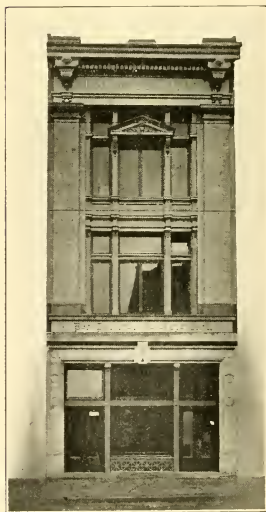
BALTIMORE AMERICAN.



BALTIMORE EVENING NEWS.



BALTIMORE SUN.



GERMAN CORRESPONDENT.

Maryland Agriculture and Horticulture

N the sisterhood of American commonwealths Maryland has long been classed as pre-eminently an agricultural State. Although the remarkable growth of its manufactures during the past half-century has, in a measure, taken from agriculture its absolute supremacy; yet the fact remains that, because of the products of the soil, rather than the output of the factories, the commonwealth still holds a large share of prominence. Maryland has still many peers and not a few superiors in manufacturing, as is to be expected, on account of the longer development of this industry in other States. But in certain features of her agricultural development, Maryland stands among the very first of the nation, in point of excellence, of the things grown and the productiveness of her soil.

In Maryland there are 46,012 farms, of which all but 646 are improved and under cultivation. These farms boast an aggregate acreage of 5,170,075, and have a value of \$120,367,550. This sum does not, however, include the investment in buildings, which represent an additional \$54,810,760; nor implements and machinery at \$8,611,220; nor the live stock worth \$20,855,877. There is, in short, invested in the great agricultural industry of Maryland a capital of \$204,645,407. This vast capital returned to the farmer in the last census year a crop valued at \$43,823,419, gross, from which is deducted \$8,769,890, as the value of products fed to cattle, leaving a net crop from the farm valued at \$35,053,529, the amount of products actually sold. This return in money is somewhat decreased, however, by the wages of the farm laborers, amounting in a year to \$5,715,520, and the outlay for fertilizers, showing a further expense of \$2,618,890 annually; which deduction, however, is slightly offset by the constant appreciation in value of the land.

These figures indicate an average crop for the farms of Maryland of \$952, from which the proportionate amount for products fed to stock, for labor and for fertilizers must be taken. There are, of course, many very small farms in the State, producing just enough for the families living thereon to subsist upon; and while these small farms do not contribute materially to the sum total of Maryland's agricultural products, by their inclusion in the number of farms they reduce considerably the averages of production for the more characteristic farms. There are in the State nearly nine thousand farms, or about 19.5 per cent. of the total number, which do not produce more than \$250 worth of crops a year. These represent, to a large extent, the holdings of laborers who are not dependent upon farming for a livelihood, but who aid the women-folk of the household in raising a small crop, supplementing their wages.

At the same time there are also a number of small farmers in the State who, though devoting their entire attention to farming, still operate on a very small scale, and are content if the land they till produces just sufficient to maintain them and their families in such necessities of life as they do not produce. These agriculturists are in the class which grow an annual crop valued at from \$250 to \$500, and number in Maryland 11,030, or 24 per cent. of the total. Somewhat more than 44 per cent. of the farmers, however, show an annual production valued at from \$500 to \$2,500. Of this number there are nearly eleven thousand which belong to the class of \$500 to \$1,000 and somewhat less than ten thousand in the class from \$1,000 to \$2,500. And, finally, four per cent., or 1,867 of the farms, have an annual product exceeding \$2,500 in value.

The farms of the State naturally vary very considerably in size. In the more thickly settled sections, where the farm is close to the city, they are as a rule smaller; in the isolated portions of the State, where cereals or tobacco are grown, they reach the greatest extent. The farm most commonly encountered is that containing between 100 and 175 acres, of which there are 11,543 in the State, while the next most popular size is that in which there are less than 100 but more than 50 acres. There are, of course, a number of very small farms, containing less than 20 acres, which are as a rule cultivated by the smaller farmers already referred to. Of the larger farms there are 8,659, which range in size from 175 to 500 acres, and 670 containing more than 500 acres.

An altogether satisfactory feature of agriculture in Maryland is the excellent showing made in the matter of farm ownership. There reside on the 46,012 farms in the State 47,089 farm families, and of this number about two-thirds own the land they live upon. On the other hand, of the one-third of all farmers who do not own their farms the bulk are tenants upon shares, which means that many of them should properly be classed simply as overseers, and that the farms should be credited to the owner class.

The gross value of farm products in Maryland, amounting to \$43,823,419, is made up of \$29,046,607 for crops, \$13,606,450 for animal products (which include the dairy), and \$1,170,362 for forest and orchard. Of the 46,012 farms which are cultivated in the State those reporting one principal



STATE HOUSE AT ANNAPOLIS—1772

course of income are: Live stock, 11,897; hay and grain, 10,458; vegetables, 4,718; dairy products, 3,041; tobacco, 3,056; fruits, 1,694; flowers and plants, 121; nursery products, 15; sugar, 15; and miscellaneous, 10,997.

Of the twenty-nine odd million dollars worth of crops grown annually in Maryland, cereals constitute \$14,505,992, or 49.9 per cent., while of the total acreage in all crops there are 1,368,265, or 67.3 per cent. in cereals. This division of the agricultural history of Maryland is therefore of first importance; it comprises corn, wheat, oats, rye, buckwheat and barley. Of these various crops, however, corn and wheat are so far in the lead that they practically stand in a class of their own, the corn crop of recent years constituting 48.1 per cent. of the total product of cereals, and that of wheat amounting to 46.4 per cent.

Mercantile Trust & Deposit Company of Baltimore

GERMAN AND CALVERT STS.



CAPITAL AND SURPLUS
\$5,950,000



JOHN GILL
PRESIDENT

Interest allowed on Deposits in Banking
Department.

BONDS

Government, State, County, City
and choice Railroad bonds bought
and sold.

FOREIGN EXCHANGE

Letters of Credit, Drafts, Postal
Remittances and Cable Transfers.

TRUST... DEPARTMENT

Acts as Administrator, Executor,
Guardian, Conservator, Assignee,
Receiver, Transfer Agent and Reg-
istrar; makes investments and acts
as agent in collection and disburse-
ment of incomes. Trust funds and
trust investments are kept separate
from the assets of the bank.

Mercantile Trust & Deposit
Company of Baltimore

The Largest and Finest Jewelry Store in the South.

HENNEGEN - BATES CO.

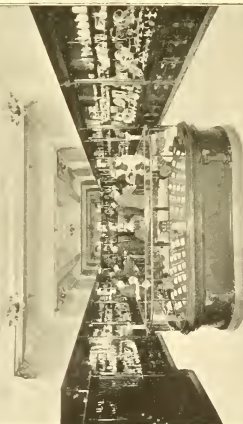
DIAMOND MERCHANTS

JEWELERS, SILVERSMITHS.

AGENTS FOR

The Celebrated Patek Philippe & Co.'s Watches and
American Waltham Watches.

Rich Cut Glass, Clocks, Bronzes. Fine Art Goods.



HENNEGEN-BATES CO.

7 E. BALTIMORE ST.

PALEY

The corn crop of Maryland has held its relative position among the cereals for many years, the 48.1 per cent. of 1900 having been preceded by 47.3 per cent. in 1890, and 48.2 in 1880. Wheat growing, however, has made a noticeable advance in the past decade, jumping from 41.2 per cent. in 1890 to 46.4 per cent. in 1900. Oats, on the other hand, have declined somewhat in point of average, falling from 8 per cent. in 1890 to 3.2 in 1900; and rye has also declined from 2.8 in 1890 to 1.6 in 1900. The value of the cereals has not been entirely in accordance with the percentage of the cereal crop which the various grains constituted; thus, for instance, in point of market value, corn comprised 51.4 per cent. of the return for all cereals; wheat, 44.7 per cent.; oats, 2.4 per cent., and rye and buckwheat each less than one-tenth of 1 per cent.

The cultivation of small grains as a branch of the agricultural industry of the State has advanced constantly since the middle of the nineteenth century. In 1850 the crop of cereals amounted to 17,817,119 bushels; and in 1860, 24,256,289. In 1870 there was a falling off because of the war, but in 1880 the decrease had been fully recovered, the crop totaling 26,199,100 bushels. There was a slight decrease again in 1890, though in 1900 the crop was only a little less than thirty-one million bushels. The decrease of 1890 was due to a lessening of the acreage of cereals, and this makes the showing in 1900 all the more encouraging, for, although the acreage in that year was 10,011 less than in 1880, the production was 4,786,836 bushels more.

The increase in the corn crop has been steady from 1850, with the exception of 1870, when the results of the war were shown in this and most other crops. In the years from 1850 to 1907 the corn production has been almost doubled from ten million bushels to something less than twenty million bushels. Wheat has shown a similar advance, the crop of 1850 having been 4,494,680 bushels, as compared with 9,671,800 in 1900. The cultivation of oats has not kept pace with the progress of corn and wheat. The crop of 1850 amounted to 2,242,151 bushels. Ten years later it had advanced to almost four million bushels, but since that time the growing of oats has gradually decreased until in 1900 the crop was but 1,109,560 bushels. Rye-growing has also made no progress of note, the figures for 1900 being only slightly in advance of those for 1850, while the crop of this cereal reached its record mark in 1860, when a harvest of more than twice the size of 1900's production was recorded. The buckwheat crop has varied considerably with each succeeding decade, and in 1900 was about midway between the high and low record. Barley, on the other hand, has been winning favor steadily with Maryland farmers, and has grown from its humble beginning of 745 bushels in 1850 to 42,560 bushels in 1900.

The cultivation of corn is evenly distributed throughout the State, Frederick County taking the lead and being followed in the order named by Carroll, Baltimore, Montgomery, Washington, Queen Anne, Harford and Cecil, all of which produced between one and two million bushels with the exception of Frederick County, which grows 2,279,040. The cultivation of wheat is more sectional, Garrett County producing the largest amount for any single county, showing 1,314,280 bushels; while Queen Anne, Washington and Carroll Counties followed with a production ranging from 808,180 bushels to 972,640. Garrett County also leads in the production of oats, followed—though not very closely—by Cecil, Baltimore and Harford Counties. Carroll County was first in the production of rye with Baltimore County second; Garrett County produced much more than half of the total buckwheat crop, and Carroll County grew more than half of the barley crop.

The increase in Maryland's cereal production has been steady, though conservative, during the last half of the nineteenth century and the opening years of the twentieth century: but the development of the branch of agriculture which is concerned with the growing of vegetables has been almost phenomenal. In this particular division of farm products the Old Line State stands out pre-eminent among the commonwealths of the Union. To Maryland belongs the amazing distinction of containing the first three counties in the entire Union in point of the largest area devoted to the cultivation of vegetables; Harford coming first with 16,750 acres; Anne Arundel second with 15,029, and Baltimore County third with 11,637 acres. In point of value for miscellaneous vegetable crops Baltimore County leads with \$918,535, followed by Harford County with \$619,294, and Anne Arundel with \$618,397.

There exists many reasons, both natural and otherwise, why these three Maryland divisions and their sister counties should attain prominence among the counties of the nation in the production of vegetables. The enormous green market which is found in Baltimore City, and the even larger green

market which is found in the northern cities through Baltimore, is one reason for Maryland's growth in vegetable farming, although this is not the most important contributor to that growth. It has been rather the canning industry of the State, which supplies an avenue for the profitable disposal of an enormous amount of vegetables, which has nourished with such remarkable success this branch of Maryland's agriculture.

In most sections of the country where the farmer is dependent upon green markets for the sale of his products, he finds that prices are low and the demand small at these very times when he is best able to offer the market large supplies of vegetables; while at those seasons when prices advance and the demand becomes urgent, which of course occurs when he is unable to supply his immediate market, then the products of distant farmers, especially of the South, are attracted. In Maryland, however, the vegetable has now two independent markets. When there is a good demand in the green market, the farmer can place his products on sale there and obtain for them more than is generally paid by the canning establishments; but when crops are bountiful and the demand of the green market is far less than the supply, he is not forced to permit his crops to rot on the vine or stalk—a common state of affairs in many States—but he is able to dispose of any of his products which are not salable in the green market, or of all of his products, to the canning concerns. And the prices paid by those establishments are so satisfactory that many farmers, especially off the route of direct transportation lines to the cities, prefer to dispose of all their vegetables to canning concerns and farm with this object only in view.

Of course the number of farms devoted exclusively to growing of vegetables in Maryland is still small, though relatively large, and it is increasing with great strides. 6.6 per cent. of all Maryland's farms grew only vegetables compared with just 2 per cent. of the farms of the entire country given over to the same class of farming. Maryland stands second among the States of the Union as reporting next to the largest acreage in miscellaneous vegetable farming, being 91,262 acres, while the value of market-garden products, including small fruits, increased from \$1,057,116 in 1889 to \$4,766,760 in 1900 or 350 per cent.

The three vegetables which have been most affected by the canning industry of Maryland are tomatoes, corn and peas. In the cultivation of tomatoes, Harford County showed the largest acreage for any county in the country, while in the same list Caroline and Baltimore counties are fifth and sixth respectively. In the growing of green peas Anne Arundel county, with a total area in the vegetable of 5,448 acres, has nearly three times as much land in this product as any other county in the United States, while Baltimore County ranks third. In the cultivation of sweet corn Harford County ranks second in the country, and the State of Maryland stands fifth among the States.

Some indication as to the extent to which these three vegetables have been influenced by the canning industry is given by the figures of the canning establishments in both the State and in the nation. In 1865 Maryland packed less than 8,000 cases of vegetables of all kinds; but by 1889 the number had grown to 671,333 cases. The development of the canning industry has, however, been most marked since that time, and in 1889 Maryland packed 2,793,522 cases of tomatoes, or 31.4 per cent. of the canned tomatoes for the entire country, and this percentage has been considerably increased in the subsequent years.

In the report of canned corn for 1889 Maryland and Virginia were placed together, and the two States then showed an annual pack of 400,104 cases; ten years later, in 1899, Maryland by itself packed 852,839 cases of this vegetable, while the entire country reported only 6,365,967 cases, with Maryland in the fourth place. In the canning of peas Maryland ranks first with 758,431 cases of the nation's total of 2,758,431.

The production of potatoes in Maryland has much more than doubled in the past fifty years, Baltimore County leading with an annual crop of 356,256 bushels and Carroll County being second. The sweet potato crop has increased from 208,993 bushels in 1850 to 677,848 bushels in 1900, with Anne Arundel County first in point of production, followed by Prince George and Worcester Counties. Baltimore County ranks fourth in the Union for the cultivation of spinach and fifth for cabbages.

Although the growing of tobacco has not made any noticeable advance in Maryland in late years, the crop has held, with occasional interruption, its grip upon this branch of American agriculture. The cultivation of tobacco is one of the oldest—if not the oldest—agricultural pursuit to which Mary-

THE FIDELITY TRUST CO.

N. W. Cor. Charles and Lexington Sts., Baltimore, Md.

BANKING

Deposits received subject to check, and interest paid on balances.

Travelers' Checks and Letters of Credit issued, payable in all parts of the world.

TRUSTS

This Company acts as Trustee, Transfer Agent, Registrar and Fiscal Agent for Corporations, and as Executor, Administrator, Guardian and Trustee for individuals.

Wills cared for in burglar and fireproof vaults, free of charge.

REAL ESTATE

Dwelling and business property carefully managed.

Rents collected for long or short periods.

Properties rented or sold on commission.

SAFE DEPOSIT

Safe Deposit Boxes, affording absolute security for bonds, deeds and other papers, are rented at reasonable prices.

Silverware and other valuables taken on storage.

... OFFICERS ...

EDWIN WARFIELD, ... President

VAN LEAR BLACK, ... 1st Vice-President

THOMAS A. WHELAN, ... 2nd Vice-President

F. HOWARD WARFIELD, ... Trust Officer

JOHN H. WIGHT, ... 3rd Vice-President

HARRY NICODEMUS, ... Secretary and Treasurer

THOMAS L. BARRY, Asst. Secretary and Treasurer

... DIRECTORS ...

Edwin Warfield	H. Carroll Brown	Solomon Frank	Lloyd Lowndes	Robert Ober	Clarence W. Watson
Van Lear Black	William A. Dickey	Frank A. Furst	Seymour Mandelbaum	John Walter Smith	Thomas A. Whelan
Joseph A. Bolgiano	Fred'k W. Feldner	E. Stanley Gary	James D. Mason	Simon H. Stein	Morris Whitridge
Herman E. Bosler	Charles E. Fink	M. Gillet Gill	J. V. McNeal	George Warfield	John H. Wight

landers addressed their attention for farming on a large scale, and through most of the commonwealth's career, both as colony and State, Maryland has been prominent because of her tobacco, although today she ranks only eighth among the States of America. As early as 1825 Maryland grew in one year 15,000 hogsheads of tobacco; by 1841 the crop had increased to 41,000 hogsheads; and in 1860 it reached the record figure of 51,000 hogsheads. The Civil War resulted in a decided reduction of the crop in Maryland, and in the closing year of the conflict—1865—Maryland grew only 25,000 hogsheads. By 1878 the product had resumed somewhat of its earlier proportions, when 46,000 hogsheads were sold; but in 1890 the low-water mark was reached, and Maryland reported only 14,000 hogsheads. By 1900, however, the crop had been almost doubled, for there were grown in that year 24,589,400 pounds of tobacco, as against 12,356,838 for 1890. Charles County is the centre of tobacco growing in Maryland, this section producing 5,584,560 pounds, while Prince George County is only about forty thousand pounds behind. Calvert and St. Mary Counties followed; and these four divisions of Maryland are credited with producing the bulk of Maryland's tobacco.

The cultivation of hay and forage grasses in Maryland has kept pace with the increasing demands for feed both upon the farm and in the cities. Although there has not been any great or sudden increase in the size of crops of this branch of the agricultural pursuits, yet the acreage and production each year has shown somewhat of an advance. In 1880 there were 259,511 acres sown in grasses, as compared with 374,848 in 1900, in which latter year 415,197 tons of hay were cut. Frederick County leads the State in the production of miscellaneous grasses, followed by Baltimore County and Carroll County; these three counties contributing 126,439 of the 316,229 tons of miscellaneous grasses grown. Of the 70,539 tons of clover, Frederick produced 10,189, Carroll County 7,512, and Baltimore County 7,164.

Fruit growing, which has long been an important feature of Maryland's agricultural pursuits, has enjoyed considerable development in late years. The value of both small and large fruits in the State, including the yield of tree, vine and bush, amounts to \$2,490,385 a year, of which \$1,266,047 is for the fruit of orchard, \$43,282 for grapes, and \$1,181,054 for small fruit. The peach held undisputed first place among the fruit crops for many years, and it still leads in point of the total number of trees

NOTRE DAME OF MARYLAND

College for Women and
Preparatory School for Girls

CHARLES STREET AVENUE
BALTIMORE

LOCATION UNSURPASSED for
BEAUTY and HEALTHFULNESS

Grounds sixty-four acres in extent, extensively planned for Exercise and Recreation. New Buildings, constructed exclusively for educational purposes, furnished with every accessory for comfort, convenience and safety. Direct rays of the sun in every room some time of the day. Drainage and ventilation perfect as modern science can make them.

Fine Library, Laboratories, Cabinets

and other equipments for illustrating the various branches of study. Conducted by the School Sisters of Notre Dame. Teachers Specialists in every department. Lectures by scholars of national reputation. Courses of study Regular and Elective. MUSIC, ART and PHYSICAL CULTURE. Out-door Sports.

MOUNT DE SALES

Academy of the Visitation

Established 1852

CATONSVILLE, MARYLAND

(Near Baltimore)

IDEAL SCHOOL FOR YOUNG LADIES.

Conducted by Sisters of the Visitation, aided by Lay Specialists. Classic, Literary and Scientific Courses. French and German receive especial attention. Departments of Music, Art and Elocution. Magnificent situation; matchless view of Patapsco River, Chesapeake Bay and surrounding country; unrivaled for healthfulness, pure water and every advantage of safe buildings, beautiful groves and all modern conveniences; 100 acres; vegetable and dairy farm. Thirty-five minutes from Baltimore by trolley. Illustrated catalogue free by mail.

Address DIRECTRESS

Mount St. Agnes College

FOR YOUNG WOMEN

MT. WASHINGTON, BALTIMORE CO., MD.

CONDUCTED BY THE SISTERS
OF MERCY

System of education thorough and progressive. There are four courses in the College. Qualified teachers in every department. Beautiful and extensive grounds. Gymnasium, lawn tennis and ball courts. Spacious buildings elegantly and completely equipped: steam heat, electric light and artesian well. Situation ideal in regard to healthfulness and beauty. Academic and Preparatory Department under the supervision of experienced and efficient instructors.

Catalog sent on request

Mt. Washington Seminary

FOR SMALL BOYS

MT. WASHINGTON, BALTIMORE CO., MD.

CONDUCTED BY THE SISTERS
OF MERCY

Charming Location

Send for Catalogue

Mt. St. Joseph's College

CONDUCTED BY THE

Xaverian Brothers

Ideal Situation, just beyond the Western
Limits of Baltimore

CLASSICAL, SCIENTIFIC and COMMERCIAL
Studies. Degrees conferred. Elective studies for those who have finished Sophomore class. Excellent library; new hall; completely equipped buildings. Athletic sports encouraged. Fine athletic field; tennis courts; running tracks; basket ball. Outdoor swimming pool.

SESSION BEGINS SEPTEMBER 9th.

For Catalogue, Address

BROTHER ISIDORE, Director,
Station D, Baltimore, Md.

AIMS AT THE DEVELOPMENT OF THE
BEST IN THE YOUNG MAN

cultivated; but there seems an apparent tendency in certain sections to substitute for it the apple and pear, which thrive better in Maryland, while the cultivation of peaches seems to be attracting more and more the attention of farmers further southward.

Although there were reported 6,113,287 peach trees in Maryland in 1890, in 1900 there were only 4,017,854. On the other hand, the apple, which is next in importance to the peach, showed an increase from 1,297,239 trees in 1890 to 1,824,183 trees ten years later. The pear, too, is being much more extensively cultivated in Maryland than in former years, and showed an increase from 274,543 trees growing in 1890 to 690,483 in 1900. Of the less important tree fruits, plums advanced in the decade from 13,865 trees to 100,695, apricots from 912 trees to 2,010, and cherries from 34,541 trees to 70,014. Kent County leads Maryland in the production of peaches, reporting in 1900 more than twice as many bushels of the fruit as its immediate second, which was Dorchester. Baltimore County is first in the cultivation of apples, with an annual crop of 360,529 bushels, although it was closely followed by Frederick and Carroll Counties, each of which grows more than 350,000 bushels. The cultivation of apples is very evenly distributed throughout the State, the total crop amounting to 3,150,673 bushels.



VIEW FROM BLUE MOUNTAIN HOUSE

Kent County leads in the production of pears, with 105,458 of the 301,702 bushels for Maryland to its credit, while Baltimore County comes second. The bulk of the grapes cultivated in Maryland are grown in Frederick, Washington and Baltimore Counties, while Baltimore and Carroll Counties lead in the production of cherries.

Of vine and bush fruits the strawberry is easily the most popular, and has done much to spread the agricultural fame of Maryland. In the State there are 7,499 farms growing this fruit, producing annually 24,035,640 quarts of berries, or 9.3 per cent. of the crops for the entire country, giving Maryland first rank among the States. Anne Arundel County ranks third among the counties of the United States for area in strawberries, and Wicomico County fifth. In size of crop Anne Arundel County is first with 7,031,380 quarts; Somerset County with 4,245,110 quarts is second, and Wicomico County is third with 4,136,710 quarts. In the production of blackberries Caroline County ranks first in Maryland, Anne Arundel County second and Wicomico County third, these three counties producing 1,399,960 of the entire Maryland crop of 1,713,680 quarts. Anne Arundel County grows 390,780 quarts of raspberries and Caroline County 288,890 of the 1,450,250 quarts produced in the State. In the cultivation of Muskmelons Maryland ranks fifth in point of acreage, and Anne Arundel County ranks first in the State. Anne Arundel County is fifth among the counties of the country in the cultivation of watermelons, while Baltimore County leads the State for both gooseberries and currants.

F. N. McDonald & Co.

32 S. CHARLES STREET

BALTIMORE, MD.

Lithograph, Label, Bond and Map

Papers

Super Calendered and Machine Finish Book
For Catalogue Work

QUICK SERVICE

PROMPT DELIVERIES

Established 1838

"OLD VIOLINS"

..

C. H.
Hildebrandt & Son

... AGENTS FOR ...

Ernest Tonk Pianos

..

321 N. Howard St., - - BALTIMORE, MD.

Charles J. Taylor
& Co.

Manufacturers of Plain and Fancy

PAPER BOXES

Of Every Description

..

CANDY NOVELTIES A SPECIALTY

..

201-203 W. Camden St., - - Baltimore

The King of Whiskies



That branch of agriculture and horticulture which is concerned with the cultivation of flowers and plants, contributes to the annual value of agriculture in Maryland \$355,862. Of this amount the City of Baltimore and its suburbs received the greater portion. Baltimore florist establishments received for plants and flowers \$191,899, and establishments in Baltimore County report a further \$101,272. There are in the State 1,044 establishments or farms reporting land under glass for the cultivation of plants and flowers, and these have an area of 2,183,390 square feet. In addition to the money paid for flowers and plants the concerns devoted to nursery products annually contribute \$123,474 to the State's agricultural industry.

There are two aspects to the live stock of farms in Maryland: First, the animals which are used only for labor upon the farm or for dairy products; second, those animals which are raised solely for the meat market. The live stock value of domestic animals in Maryland had increased in value from \$15,865,728 in 1880 to \$19,636,844. This latter figure does not, however, include poultry, which represents a value of \$1,158,020, and increases the total for live stock to \$20,855,877. Of the horses in Maryland employed for farm work there were 118,000 in 1880, 130,000 in 1890, and in 1900 148,994, with a value of \$9,352,694. Seventeen-odd thousand mules on farms in the State represented a capital of \$1,394,522. Of the 306,710 neat cattle in Maryland the major portion were dairy cows of more than two years old. The average worth of farm horses is \$62.77; that of mules, \$79.64, while the average for all cattle is \$23.42. Maryland farms reported 191,101 sheep, valued at \$696,531, and 317,902 swine, worth \$1,329,143. In the total value of live stock Baltimore County was first, with \$2,148,008, and next in order came Frederick, Carroll, Montgomery, Harford and Washington Counties.

There are two divisions to the animals raised for slaughter, that of money obtained for cattle on the hoof, and the further amount received for meat killed on the farm. The total value for animals disposed of in 1900 was \$4,545,747, of which amount \$2,372,560 was paid for live stock. Frederick County led the State in this branch of the live stock production, with \$373,365, and was followed by Washington, Harford, Montgomery and Carroll Counties. For animals slaughtered on the farm the total was \$2,173,197, with Frederick County again first, Carroll County second, and Washington and Baltimore Counties, respectively, third and fourth.

Closely allied with the live stock interests are, of course, the dairy industries of the State, and the almost unlimited market which is afforded the dairy-farmer in the State has caused this particular branch of agricultural pursuits to flourish greatly in the counties close in touch with Baltimore. In the State in 1900 there were 3,041 dairy farms, which gave pasturage to 23,533 cows, while upon farms devoted to general crops there were 120,751 milk-giving cows. The total dairy products for the year—which included milk, cheese and butter—were valued at \$5,228,698, of which the amount consumed on the farms was worth \$1,709,854, and the portion sold \$3,518,844. Of the 64,040,517 gallons of milk obtained in the year, 20,654,446 gallons of milk and 743,429 gallons cream were sold, while of the balance 31,838,317 gallons were utilized for butter, 439,989 for cheese, and 10,364,336 gallons were consumed on the farm. In the production of milk, Baltimore County led with 10,370,504 gallons, followed by Frederick and Carroll Counties. In the production of butter, Frederick County was first with 1,493,740 pounds, with Carroll County second, and Baltimore County third. Baltimore has somewhat of a monopoly on the Maryland cheese industry, which is, however, chiefly confined to the making of curd cheese. The poultry raised in the State in 1900 was worth \$2,077,490. There were 12,511,450 dozens of eggs produced with a value of \$1,572,682.

The entire field of agriculture in Maryland is most encouraging. There has been in almost every branch a satisfactory advance, while in several of the divisions there has been a mighty move forward, and from all indications the advance position will not only be held against any reactionary movement, but the success will be pushed on steadily. Not only are the farms productive, but the farmers find ready markets for their crops and products, and those markets are of such a nature as to insure favorable prices. While the State may soon become one of the foremost manufacturing commonwealths of the nation, it is not probable that Maryland will ever lose her prestige as a leading agricultural section.

Clark & Company

The Linen Store

Laces, Embroideries, Toilet Articles,
Linens, White Goods and
Handkerchiefs.

5 West Lexington Street,
BALTIMORE.



The Leading Department
...Store of the South...

THE CITY'S MOST COMPREHENSIVE
SHOWING OF CHOICE AND CORRECT

Tailored Cut Garments, Millinery, Silks,
Dress Goods, Laces and Shoes

John Duer & Sons

36-38 S. Charles St. Baltimore

Cabinet Hardware

—AND—

Upholstery Goods

Lace Curtains, Portieres, Furniture
Leather, Gimps, Fringes, Etc.

TURNBULL'S

EXCLUSIVE

Carpeting
Furniture
and Curtains

For City and Country Homes
The Most Complete Stock of Fine Furniture
Everything of Merit
Attractive Prices throughout the Entire Stock

John Turnbull, Jr., & Co.

Howard and Franklin Streets
BALTIMORE

Maryland's Splendid Financial Showing

 COMPREHENSIVE story of Maryland's financial affairs, while lacking, perhaps, some of the glamor of popular history, reveals the State as a governmental organization in a much more humane aspect. An account of the political life of any one of the American States must lose at times individuality, as States after all are somewhat gregarious, and are conscious that each is only one part of a body having many members, and are apt to act occasionally in concert with these other members. In financial affairs, however, Maryland was forced to take her course independently. There was neither precept nor precedent to serve as a guidepost; and she was prevented from waiting for other commonwealths to direct or to take the road in company with her, because her way was a new one, and the conditions which prevailed in her borders were not identical with those in other States.

For this reason a chronicle of Maryland's financial career may be accepted as one index to the character of Marylanders, since on every page of her financial history—stretching from Revolutionary days to the present time—there is displayed some trait of her people in the role of Marylanders as differentiated from Americans of other States. In no other division of the Commonwealth's history is the individuality of the State brought forth in more striking outlines. This individuality at times uncovers features which had, perhaps, more agreeably been left concealed; but in by far the major portion the individuality of Maryland, as shown by her financial history, is a source of credit to Marylanders past, and a source of pride for Marylanders present, and to come.

Maryland State finances had their rather humble beginnings in the day when war was being waged on the American continent for a sustainment of the Declaration of Independence. The government machinery of the province had been taken over by the newly-created State, and upon the credit which Maryland could command because of her fund of Bank of England stock, the State was generous in her contributions to the cause of the American Revolution. With the first call to arms, troops fully equipped for warfare were dispatched northward to join the forces under Washington. Subsequently, although the Continental Congress was supposed to be the proper authority for prosecuting the war, Maryland rendered signal and constant aid to the army in the field. Soldiers were armed, provisions were supplied and transportation for anyone was furnished who came upon the Continental Army's business, all at the expense of the State.

The infant Commonwealth, with a few English securities in its purse and its heart full of patriotism, spent one as lavishly as the other, but while its patriotism sprang from an unquenchable fountain the limitations of the fund were very apparent. But when Maryland sought to balance her cash book at the end of the war, she learned to her dismay that England had determined to repudiate all the credit which the State had banked on. Then resulted the act of reciprocity on the State's part which declared confiscated all property belonging to English subjects who had not been favorable toward the colonists in their struggle. While this act was practically one of self-defense, the State did not assume the rental rights of the deposed proprietary, as she might very justly have done.

American national affairs under the Federation did not run smoothly. The States conducted their own customs bureaus and collected the duties for their personal use, while the central government had neither authority nor financial resources. Even under the Constitution of the United States, which was devised as a better instrument for joining under one common governmental head the several States, the central government did not for some time know the joy of being allowed sufficient spending money for its needs. During the time that it was in poverty the administration was forced occasionally to turn to the States for individual aid. Maryland once more showed the openhandedness of her nature, and Washington frankly confessed that should the Old Line State fail him, then there would be left him no quarter from which he might hope to receive financial aid for the Federal Government.

In 1788 the General Assembly of Maryland made the national government a gift of the tract of land which is now known as the District of Columbia. The following year the State contributed the

sum of \$72,000—which in the eighteenth century was no inconsiderate amount—for the erection of public buildings to house the Central Government, and for the purpose of raising this money public lands belonging to the commonwealth were sold. During the administration of Gov. John H. Stone, in the closing years of the eighteenth century, Washington appealed to Maryland for further aid, for, although the public buildings had scarcely been started, all available funds had been exhausted. And Maryland's response was a series of loans which totaled one quarter of a million dollars. And in 1798 between \$50,000 and \$100,000 was raised by Maryland for the purpose of building ships and forts for use by the United States in the then threatened war with France.

Compared with the other States, Maryland has been somewhat of a spendthrift at the instance of the Federal Government, but in the second decade of the nineteenth century she was to be repaid with ingratitude. When the preparation for the second war with England—1812-1815—was begun, Maryland gave offence to the national administration by her own State elections, and during the conflict the State's repeated calls for aid in the way of forts, soldiers and ships were refused, although other States were granted whatever they asked for within reason. Maryland, however, at her own expense sent armies to meet the oncoming enemy. The commonwealth put itself heavily in debt to perform other duties which the national government should have performed, and contributed more than her share to the success of the conflict. In later years the federal treasury reimbursed the State for part of her outlay, although Maryland was required to bear a large part of the expense herself.

From the close of the second war with England to the middle of the nineteenth century, is, however, the eventful period of Maryland financial history. This was the period of great and reckless internal improvement. The nation was becoming conscious of its commercial possibilities. A few experiments with improved means of transportation had shown great results in the way of reducing freight rates, increasing commerce, and developing the inland territory. Work was at first undertaken upon the construction of turnpikes, and the legislature of the State contributed liberally toward this object. Between 1820 and 1830, the craze for artificial waterways reached its full career, and money was actually poured into canal projects. In the closing years of this decade—1820-1830—there began the craze for railroad building, and shortly after 1830, when steam was introduced as a means of locomotion, the country went wild upon the question of railroad construction.

This madness for internal improvement swept from one end of the land to the other, but it seemed to linger longer in Maryland than elsewhere. In earlier years the State had been able to obtain revenue from the sale of public lands, but then her commitments had been comparatively small. Now, however, with little thought for the future, Maryland began to assume enormous obligations. Turnpikes, canals, and railroads required the expenditure of great sums of money before they would begin to produce any revenue whatever, and Maryland pledged herself to aid these enterprises, resting easy in the belief that when interest fell due upon her bonds there would be sufficient revenue returning to the States Treasury to meet the obligations. Other improvements were projected and the State immediately consented to give liberally to them. Some of these enterprises were eventually completed, others were not.

Maryland became heavily involved in the movements to build a railroad to Washington, another to New York, another on the Eastern Shore, another to the Susquehanna, and still another to the Ohio river, and at the same time was interested in the movement to build a canal to the Ohio. The State, Baltimore City and some of the counties permitted themselves to be loaded down with debt to raise funds for indiscriminate improvements. The crash finally came between 1835 and 1845. The transportation companies' stock was bringing no revenue to the State, but the commonwealth was called upon to meet the interest upon its debts, and the people of the State who had not heretofore known the burden of direct taxation, sent up a mighty protest when the State sought to resort to this means of extricating itself from its dilemma.

The City Register of Baltimore, in his report of 1842, called attention to the fact that "a few years since . . . our entire issue of stock was less than a million, and the other engagements of the city were very limited . . . but we now have fourteen different issues of stock, amounting to upwards of five millions;" the result of the city's aiding the Baltimore and Ohio Railroad and also the Baltimore and Susquehanna Railroad, which latter line formed the nucleus of the Northern Central Railway. Maryland, with a revenue not any too ample for administrative expenses, was brought face

to face with the problem of raising \$600,000 annually a year for interest alone. The money had been appropriated and spent, and now there remained not only the debt, but the necessity of carrying that debt with its startling interest burden. The people then became restive and resentful, and agitation to repudiate the State's debt began but it was unsuccessful.

The State rose superior to the great temptation and her credit was vindicated forever. In 1837, when the financial affairs of the entire nation were in a chaotic condition because of the opposition of Jackson's administration to a continuance of the Bank of the United States, Maryland stood forth in an admirable light. Throughout the country there was a general suspension of payments by banks and the country was bankrupt. Financial institutions with one accord locked up in their safes all the money they had on hand, and national currency was practically withdrawn from circulation. Private firms began to issue notes of their own, which became known as "shin-plasters"—a term selected as indicative of their value. At this time Maryland, with a courage that was almost startling, announced that the State would pay all creditors in gold or silver. This rule was maintained as long as there was money in the State Treasury, and, although the commonwealth was finally forced to give up its righteous purpose, the incident shows the true character of Marylanders in fidelity to their financial obligations.

It was, however, an unusual condition which confronted the people in 1840. The State was practically bankrupt, and to attempt to save her credit seemed an impossible undertaking. In the years from 1832 to 1837 the Commonwealth's debt had been increased to \$12,000,000. Prior to 1841, the largest amount of taxes asked from the people to maintain their government in any one year had been \$60,818. Now, however, the people were threatened with direct taxation sufficient to produce \$600,000 every year. The legislature had for some time been aware of the need of providing new sources of revenue, but it delayed and temporized until 1841, when a law was passed that imposed a tax of 20 cents for the first year and 25 cents for the next three years upon every assessable one hundred dollars' worth of real and personal property. By this means it was thought that \$456,000 per annum could be raised, while the remaining portion of the required amount was to be obtained from other sources. But the people of Maryland refused to pay the tax imposed; and the collectors, holding themselves the servants of the counties in which they labored instead of servants of the commonwealth, declined to collect the taxes. Furthermore, the \$300,000,000 estimate of property liable to taxation, dwindled down to \$177,139,645.

In January, 1842, the State was forced to pass the interest on her debt. The interest on this debt increased steadily, being \$859,656 on December 1, 1842; \$1,171,872 on December 1, 1843, and \$1,450,961 on December 1, 1844. In the meantime George Peabody, who had been a citizen of Maryland for twenty years of his life, and who had been largely instrumental in disposing of Maryland's bonds in Europe, urged upon the State the desirability of keeping her financial record clean, and tendered his assistance. For the yeoman service which he rendered the State in selling her securities, and later in maintaining her reputation, he refused to accept compensation, "expressing himself fully paid by the gratification of seeing the State free from reproach in the eyes of the world!"

In the meantime the State determined to accept the passed coupons of her bonds in payment of taxes, and with the improved business conditions that came early in the forties she soon re-established her credit. On December 1, 1844, the State Treasurer paid in interest to the public debt \$701,784, which was \$55,263 in excess of the amount falling due. This improvement continued until January, 1848, when cash payments of interest were resumed. Since that time Maryland has been constantly strengthening her position financially. The struggle that accomplished the defeat of any attempt at repudiation gave new life to the State, and she has since forged ahead steadily, until to-day Maryland stands in a class all her own among the States. *She is practically free from debt.* "The gross debt of the State at the close of the fiscal year ended September 30, 1905," according to the report of Comptroller Atkinson, "was \$8,526,926.13. On September 30, 1906, it was \$6,167,926.13. The net debt of the State on September 30, 1905, was \$3,087,869.13, and the net debt in September 30, 1906, was only \$838,201.41, and this is based on the par value of the stocks" held by the State, "when, as a matter of fact, the premium on the Northern Central Railway Company annuity of \$1,500,000 would more than cancel the entire State debt."

This is the story of Maryland's victory; here the honesty of her people triumphed over obstacles almost insurmountable. In 1842 the Commonwealth, burdened down with debt and unable to meet her maturing obligations, was discouraged and somewhat discredited. In 1907, Maryland, with "the State debt virtually cancelled," and "with a surplus of \$1,500,000 in the treasury," is brave of heart and commands unsurpassed credit. Indeed, the financial affairs of the Commonwealth were so flourishing in 1906 that the Legislature of that year reduced the State tax from 23½ cents to 16 cents on each \$100, which tax is solely for the benefit of the public schools of the State.

There is a parallel of Maryland's financial progress since the day of threatened repudiation in those financial resources of the State which are independent of State finances. The most important financial factor is, of course, the national bank. There were in operation in Maryland on November 12, 1906, 94 national banks, of which 18 were in Baltimore and 76 elsewhere in the State. These institutions reported a total of outstanding loans and discounts of \$74,297,235.47, and their aggregate resources at the time of making the report to the comptroller of the currency were \$143,600,604.84. The paid-in stock of these banks was \$17,381,800, while they had a surplus fund of \$9,778,913.16 and undivided profits to the amount of \$3,140,035.07.

One of the most interesting features of the statistics of the national banks is the recent growth of these institutions in small towns. Since the act of March 14, 1900, which was favorable to the organization of lowly capitalized national banks, went into effect, there has been a very encouraging growth in such banks in Maryland, and from the period March 14, 1900, to October 31, 1906, 32 national banks were organized in the State.

Both the savings banks and the trust companies of the State have been exceptionally prosperous. There were fifteen savings banks in Maryland in 1905, with a total number of 151,656 depositors, whose aggregate deposits aggregated \$62,859,423. Within the next twelve months, although the total number of these institutions remained unchanged, the number of depositors had been increased to 161,458, and the aggregate deposits were \$70,677,477. The available resources of State banks and trust companies added to those already enumerated, place Maryland upon an admirable financial basis. The value of property subject to taxation has advanced from \$177,139,645 in 1842 to \$680,743,794 in 1904; but it touched a new record in 1906, when the assessable basis for taxation became \$738,762,000. With the prosperous condition of the State's finances, with the Gibraltar-like strength of both national and State banking institutions, and with the unsurpassed resources of manufacturing, commercial, mining and agricultural industries, the State of Maryland has reached an enviable position indeed in the matter of financial stability.



HARPER'S FERRY, W. VA.

Millions in Manufactures

OR LONG YEARS the more northerly commonwealths of the Union were accepted by common consent of the American people as the manufacturing States of the country, and in time the public mind became so thoroughly imbued with the rightfulness of such monopoly that, apparently, it never occurred to Americans—North, South, East or West—that any other section of the land could ever become a competitor with them therein. The development of manufactures in the New England and Northern Middle Atlantic States was altogether natural, as in these States where the climate is cold and the land less fruitful, settlers found the industry of converting raw materials into finished products more profitable and more secure than the cultivation of crops. On the other hand, the more southerly latitude, the more fertile becomes the soil, and so the southern settler, naturally though not of necessity, directed his energy to agricultural pursuits. In this way the nation continued and developed for many decades; the Northerner purchasing from the Southerner, though often at a price unprofitable to the latter, the products of his plantation, and converting them into manufactured articles from the sale of which he accumulated vast profits. The Northerner looked to his fellow-countryman of the South to patronize him; secured himself against the competition of foreign manufacturers by imposing a prohibitive tariff; gained control of the nation's purse-strings, and so was able to dictate both the price at which Southern planters should sell their raw materials, and the price which they should pay for finished products of Northern make; and, at last conscious of his prosperity, consoled himself with the assurance that for all time he should profit by the sweat of the brow of the Southern Planters.

And the man of the South bore patiently with the things imposed upon him, apparently indifferent to or negligent of the fact that there existed no absolute need for his dependency upon the Northern manufacturer. True, his land was fertile and there was great productiveness in cultivating it; but because nature had made the Southland pre-eminently fitted for agriculture there was no wisdom in disregarding its almost equally great facilities for manufacturing. Truth is, while the Northern States must needs always be dependent upon other sections for the raw materials consumed by their manufacturing, the South had within her borders natural resources which would permit her to be entirely independent. The North was rich in safe harbors; but the South had equally attractive ports. Northern streams were able to turn the wheels of countless factories; but their power did not excel that of Southern streams, which only waited to be tamed and made the menials of man. Northern hills were stored with vast supplies of metals and also coals for smelting them; but the ores and coal deposits were neither richer nor more abundant nor convenient than those in the South. In brief, the South, bountifully blessed by nature for agricultural pursuits, had also been especially endowed with natural aids for a great manufacturing section. The truth of this did not dawn upon the Southerner in a day; it has not, perhaps, fully dawned upon him even now—but it is dawning, and with each fresh ray of light that is cast upon his unsurpassingly rich country, there is put in motion another manufacturing wheel in the Southland, which in time will mean an improved market for the products of the Southern planter, as well as a new field of activity for the Southern wage-earner in the creation of a widespread demand for factory operatives. The South may never surpass the North as a manufacturing center, but there is every reason to believe that before the close of this twentieth century it will have deprived the North of its supremacy. With the prospect of equalling the North in manufacturing industries and at the same time continuing its position of importance as the agricultural country, there is held out a promise of prosperity to the States south of the Mason and Dixon Line which surpasses anything that other sections of the country dare hope for.

Maryland is linked inseparably with the South, so that the prosperity of the one belongs to the other, and the success of either is the success of both. Although on the supposed borderland between North and South, in sentiment the Old Line State is by no means a border State. Its position, indeed, is rather that of the protector of the sister States of the Southland. In time of conflict, the arm of Maryland was raised not to strike the North, but to shield the South. In time of peace the energy and capital of Maryland has been lavishly bestowed on the Southern States, not to draw out their life-blood, but to aid them in developing their territory, conscious always that when the South prospered Maryland

JAMES S. GARY & SON

ALBERTON MILLS

Manufacturers of

COTTON DUCK

Sail Duck, Army Duck, Wide Duck (all numbers and widths), Awning
Stripes, Ticking, Osnaburgs, Etc.

SPECIAL FABRICS TO ORDER AND FOR EXPORT

OFFICES

720 to 724 Equitable Bldg., Calvert and Fayette Sts.,

BALTIMORE



must also prosper. This close relation between the State of Maryland and the Southern States of America is revealed on every page of the history of either Maryland or the South; and therefore it is but natural that parallel with the story of the South's awakening to its possibilities as a manufacturing section, there should have been a quickening of manufacturing enterprise also in Maryland, which is in a large measure the banking center of the South, as well as the market place for its products and the distributing point for its interstate imports. The war between the States was responsible more than any other cause for bringing to the Southern mind the section's unsurpassed facilities for manufacturing industries; and from almost the same period or shortly before the actual outbreak of hostilities, dates the marvellous advance of Maryland as a manufacturing State. Regarded in earlier years as especially adaptable to agricultural pursuits, the Old Line State has within the past half-century made an irresist-



NORTH CAROLINA STATE BUILDING

ible advance toward the front rank of manufacturing States, and at the present time her onward march reveals an ever-increasing energy.

On the eve of the Civil War, in 1860, Maryland supported 3,083 manufacturing establishments, the bulk of which were comparatively small. Ten years later, at the time of the 1870 census, this number had been increased 88.5 per cent. when there were in operation 5,821 manufacturing establishments. From 1870 the manufacturing industry of the State continued to develop steadily, showing 6,787 establishments in 1880; 7,485 in 1890, and 9,879 in 1900. But the mere figures concerning the number of establishments cannot rightfully be regarded as a criterion by which to estimate the State's development as a manufacturing center. The total amount of capital invested in manufacturing enterprises is the gauge by which to measure Maryland's progress thereon. There was invested in manufacturing plants

H. L. Haines

C. T. Marston

E. B. Gregg

J. J. Haines & Co.

ESTABLISHED 1874

IMPORTERS OF CHINA AND
JAPAN MATTINGS

Manufacturers of and Wholesale Dealers in

Cedar Ware, Cordage, Brushes, Brooms, Baskets, Mats,
Paper, Sieves, Twines, Flasks,
Carpets, Floor Oil Cloths, Linoleums, &c.

—WHOLESALE—

Wooden and Willow Ware House

31 Hopkins Place BALTIMORE, MD.
Near German Street

John J. Greer

Charles S. Dell

John J. Greer & Co.

—Dealers in—

BAR IRON AND STEEL

207 and 209 W. PRATT ST.

PLATE AND SHEET
IRON AND STEEL

BALTIMORE

DUKE, PETERSON HARDWARE CO...

113 and 115 W. German Street



IMPORTERS AND JOBBERS OF

HARDWARE, CUTLERY

GUNS, ETC.

I. R. AMOS & CO.

BOOK BINDERS

—AND—

BLANK BOOK
MANUFACTURERS



RULING A SPECIALTY



200 N. HOLLIDAY ST.

in 1850 a total of \$14,934,450. At each succeeding decade, when the national census was taken, the money invested in manufacturing enterprises showed a marked and steady increase, amounting to 55.6 per cent in 1860, 56.9 per cent in 1870, 61.2 per cent in 1880, 103.7 per cent in 1890 and 36.3 per cent in 1900; and there has been a proportionate increase in the opening years of the twentieth century. At the last national census, that of 1900, there was reported a total capital invested in manufacturing concerns of \$163,147,260. The concerns canvassed showed an annual product valued at \$242,552,990, and they employed on an average 108,325 officials, clerks and wage-earners, to whom were paid salaries amounting to \$38,748,551.

The fifteen leading manufacturing industries of the State comprise factory-made clothing, fertilizers, flouring and grist mill products, foundry and machine products, canning and preserving of fruits and vegetables, factory-made furniture, iron and steel, lumber and timber products, planing mill products, including sash, doors and blinds, canned vegetables and oysters, paper and wood pulp, shipbuilding, slaughtering and packing of meats, textiles and tobacco. In point of value of output the most important of these fifteen industries is the manufacture of factory-made clothing. In this industry Maryland ranks as the fifth State of the Union, while in the manufacture of men's clothing only, factory product, it ranks fourth. The establishments making men's clothing give employment to 9,725 operatives, who receive annually in wages \$3,179,069. There are in all 139 such concerns having a total invested capital of \$8,458,116, and showing an annual production valued at \$17,327,825. Second in rank is the fruit and vegetable industry, which includes the enterprises engaged in both canning and preserving. In this field of activity there are employed 7,505 laborers, who receive each year in salaries \$1,379,131, and the product of those labors is valued at \$11,996,245 a year.

The tobacco industry, which includes the manufacture of cigarettes, gives employment to 4,311 wage-earners, who receive in salaries \$1,306,427 annually, and shows an annual production valued at \$9,896,928. The iron and steel industries have an annual production valued at \$8,739,405 and employs 2,138 laborers. Foundry and machine products, the output of slaughter and meat-packing concerns, and flouring and grist mill products each totals more than \$8,000,000 annually, their values being respectively \$8,443,547, \$8,046,359 and \$8,053,343. These form the seven leading industries of the State, and are followed, in the order named, by textiles, with an annual production of \$7,155,722; fertilizers, with \$5,481,905; shipbuilding, with \$4,161,525; planing mill products, with \$3,553,083; factory-made furniture, with \$2,976,494; lumber and timber products, with \$2,650,082; paper and wood pulp with \$2,589,540, and oysters (canning and preserving), with \$2,417,331. In the last-named industry, that devoted to the canning and preserving of oysters, and in the manufacture of fertilizers, Maryland ranks first in the Union; in the building of iron and steel ships and in the canning and preserving of fruits and vegetables the State ranks second. Maryland's oyster industry represents an investment of capital of \$799,005 as against a total investment for the entire country of \$1,240,696; and her annual product, valued at \$2,417,331, is the greatest part of the product for the entire country, which has a total value of just \$3,670,134.

The fifteen leading industries enumerated embrace 2,015 establishments, which is 20.4 per cent of the total number in Maryland, and the capital invested, \$62,283,110, is 38.2 per cent of the State's total. These fifteen industries engage 43.3 per cent of the wage-earners employed by Maryland manufactories, or 46,930 operatives, to whom are paid in salaries each year \$15,688,630, or 40.5 per cent of the total for the State. Their aggregate production is valued at 42.7 per cent of the value of manufactures for Maryland.

There are many interesting features about the changes which have been wrought in the manufacturing conditions of Maryland in the decade from 1890 to 1900; changes which had not been completed in the latter year, but which are still going on. In the industry of second importance in the State—that of canning and preserving fruits and vegetables—there were 271 establishments in 1900 as compared with 197 ten years earlier; but, while there had been employed in 1890 a total of 13,048 wage-earners, the number employed in 1900 amounted to only 7,505, which is indicative of a changing from cheap and unskilled labor to experienced workers. At the same time the capital invested showed an increase from \$2,739,008 in 1890 to \$4,459,660 in 1900, while there was a phenomenal advance of more than 50 per cent in the value of the product, being \$11,996,245 in 1900 as against \$7,196,109 in 1890. In the clothing manufacturing industry there was also a decrease in the number of operatives accompanied

CONSOLIDATED COTTON DUCK COMPANY

CONTINENTAL TRUST BUILDING
—BALTIMORE, MARYLAND—

CHARLES K. OLIVER, President

DAVID H. CARROLL, Vice-President and Treasurer

HORACE L. SMITH, Assistant Treasurer

C. SINGLETON GREEN, Secretary

COTTON DUCK

FOR EXPORT AND
HOME TRADE

PRODUCING THE FOLLOWING BRANDS:

"MOUNT VERNON," "WOODBERRY," "ARETAS," "ONTARIO," "FRANKLINVILLE,"
"LAUREL," "DRUID MILLS," "STARK," "LA GRANGE," "YELLOW JACKET,"
"POLHEMUS," "TURNER MILLS," "HARVESTER," "GREENWOODS,"
IMPERIAL, RAVENS, BEAR, TALLASSEE, HARTFORD, BUFFALO, ELKWOOD, RICHLAND,
YEMASSEE, LAKE ROLAND, PARNETON, PARKSIDE, MONTANA,
AVONDALE, EXCELSIOR.

MANUFACTURERS OF OVER NINETY (90) PER CENT. OF THE WORLD'S
COTTON DUCK

SAIL AND YACHT DUCKS for All Marine Purposes. NAUGHT OR MINING DUCKS. U. S. ARMY
STANDARD DUCK, 28½ Inches Wide. PAPER FELTS, and PRESS CLOTH, All Widths
and Numbers. COTTON CANVAS for WAGON COVERS, TARPAULINS, Etc.

OUR SPECIALTY:

DUCK FOR BELTING, HOSE AND ALL OTHER KINDS OF MECHANICAL RUBBER GOODS

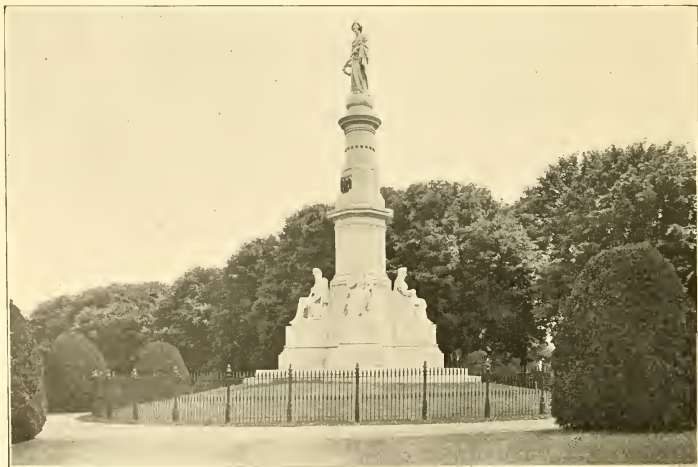
Also Makers of

HARD, MEDIUM AND SOFT SEINE AND SAIL TWINES, COTTON ROPE
AND SEAMLESS GRAIN BAGS.

All Goods Manufactured from Best Quality of American Cotton.

with an increase in the value of product, although in this particular it was not as pronounced as in the figures covering canning and preserving. In those several industries where iron, either in ore or manufactured state, is employed, there was also a remarkable progress, prefacing the time when the Southern States—from Maryland to Alabama—shall be an important factor in this great and profitable industry which heretofore has been confined largely to other sections. In the manufacture of iron and steel, Maryland showed a value of product of \$8,739,405 in 1900, while in 1890 the production had totaled only \$2,869,208 in value, and in the decade the industry advanced from approximately the eleventh in importance in the State to the fourth place. The value of foundry and machine products increased in the same period from \$4,925,672 in 1890 to \$8,443,547 in 1900. The Maryland shipbuilding enterprises, which are concerned primarily as far as value of product is concerned, in the construction of steel and iron ships, showed a value of product of \$4,161,525 in 1900 as against \$1,737,674 in 1890. The concerns either conducting wholesale slaughtering houses or engaged in packing meats increased from 17 establishments in 1890 to 82 establishments in 1900, and showed an advance in the value of products from \$4,670,690 in 1890 to \$8,046,359 in 1900.

These figures indicate the progress that has been made in all manufacturing industries in Maryland, for the manufacturing branches which do not rank among the first fifteen as enumerated have been equally progressive in most cases. The commonwealth, once regarded as destined to give her greatest energy to agricultural pursuits, has thus advanced to a position of great importance among the manufacturing States of the Union. Her agricultural interests have not, however, been neglected, for their product increased from \$26,443,364 in 1890 to \$43,823,419 in 1900. At the same time in this period the value of manufacturers increased in value from \$171,842,593 to \$242,552,990. In 1880 the factories of the State were provided with 51,259 horse-power available for their use, while in 1900 this had been increased to 141,879 horse-power. And with the progress in all other particulars, there has been a marked advance in the compensation of the wage-earner. The 74,945 operatives employed in 1880 were paid \$18,904,965; but in 1900 the pay-roll of 108,325 employes totaled for the year \$38,748,551. These figures, stripped of that dryness which usually attaches to statistics, assume the shape of words, and tell of Progress, Prosperity and Promise.



NATIONAL MONUMENT, NATIONAL CEMETERY, GETTYSBURG.

The Food State

MARYLAND lays claim to peculiar distinction as a food State. Her ten thousand manufacturing establishments, with an annual output of products valued at nearly a quarter of a billion dollars, place Maryland among the manufacturing States of the Union. The crops of Maryland's superb farms, totaling in value in the course of a year nearly forty-five million dollars, justify the term agricultural State in connection with the Commonwealth.

Combining both of these industries—in part, that is, taking the farm products which are edible in their raw state with the output of those establishments which are engaged in converting raw materials into food—Maryland produces an enormous amount of food matter. In some instances it is difficult to estimate accurately the amount of food material which is obtained from one agricultural product, since it may appear in both classes—as a farm product which is eatable in the raw state and as an article which is utilized as food material by the manufactories. This is particularly true of certain vegetables, which are sold green and which are also extensively canned. It is no less true in the matter of many fruits, which come under the class of agricultural products for food, and also manufactured articles in their canned and preserved state. Except, however, for these few difficulties, it is possible to reach a comparatively accurate estimate of the amount of food matter which is actually produced within the State of Maryland in the course of a year.

The vegetables which are sold to the householder uncooked naturally come first in the list. Of these Maryland produces every year: 1,991,357 bushels of potatoes, 677,848 bushels of sweet potatoes, 13,442,630 heads of cabbage, 333,538 bushels of green peas, 6,297,620 bushels of tomatoes, 1,133,348 bushels of sweet corn, 98,446 bushels of lima and string beans, 60,944 bushels of cucumbers, 10,441 bushels of lettuce, 367,928 bushels of spinach, 29,392 bushels of kale, 56,148 bushels of onions, 12,849 bushels of beets, 3,062 bushels of carrots, 362 bushels of parsnips, 8,313 bushels of turnips, 21,060 bunches of radishes, 21,050 heads of cauliflower, 183,480 bunches of asparagus, 40,376 eggplants, 4,280 pumpkins, 36,320 squashes, 75,290 bunches of celery, 4,754 bushels of white beans, and 12,459 bushels of big peas.

What proportion of these would fall to every Marylander if the State should distribute to every citizen an equal share of her products? Of course, the family in that case would be accepted as the unit. Maryland at the last national census contained 1,188,044 people, who were comprised in 242,331 families, the households in the State averaging 4.9 members each. To each family, then, in the State consisting of both parents and a fraction less than three children, would be given vouchers upon the State granaries for the following amount of green vegetables in the course of twelve months: 32.8 pecks of potatoes, 11.2 pecks of sweet potatoes, 55.47 heads of cabbage, 5.5 pecks of green peas, 103.94 pecks of tomatoes, 18.74 pecks of sweet corn, 1.62 pecks of green beans, 1 peck of cucumbers, .17 pecks of lettuce, 1.5 pecks of spinach, .89 pecks of onions, .21 pecks of beets, .05 pecks of carrots, .006 pecks of parsnips, .13 pecks of turnips, .008 bunches of radishes, .086 heads of cauliflower, .48 pecks of kale, .75 bunches of asparagus, .16 eggplants, .017 pumpkins, .18 squashes, .31 bunches of celery, .079 pecks of white beans and .2 pecks of big peas.

While a large part of the cereals raised in Maryland are consumed by the mills engaged in manufacturing flour and by grist mills, the material used by these establishments by no means exhausts the State's product of grain. It is, however, permissible to regard as food matter only that grain which is manufactured within the Commonwealth into either flour or meal or other commodity which is available for use by the housewife. The flouring and grist mills of Maryland have an annual output of 1,475,416 barrels of wheat flour, 9,831 barrels of rye flour, and 403,390 barrels of corn meal. They also produce 2,149,058 pounds of buckwheat flour, 70,400 of barley meal, 11,234,589 pounds of hominy and 53,109,242 pounds of waste. This would entitle every family of the State to 1,191.68 pounds of wheat flour, 8.82 pounds of rye flour, 325.36 pounds of corn meal, .29 pounds of barley meal, 8.8 pounds of buckwheat, 46.36 pounds of hominy, and 219 pounds of waste.



GEN. LEE'S HEADQUARTERS AT GETTYSBURG.

11,638,378 pounds. The cheese output amounts to 338,453 pounds a year. These three items of food if distributed equally among the population would give to every family 264 gallons of milk, 48 pounds of butter and 1.4 pounds of cheese a year. At the same time the annual production of eggs is 12,511,450 dozen, which would entitle every family to 619.5 eggs in the year.

There are three sources from which is obtained the meat placed upon sale and exported. The farms where cattle are slaughtered by farmers who sell the meat dressed; city slaughter houses, where meat is killed and dressed for the local market, and wholesale slaughter houses which kill for both the home market and for packing. These three kinds of establishments handle in the year 6,647,180 pounds fresh beef, 308,620 pounds salted or cured beef, 7,026,200 pounds mutton, 2,474,200 pounds veal, 12,019,713 pounds fresh pork, 8,799,909

A portion of the dairy products also appears in the statistics of Maryland twice, since in the amount of milk available for consumption the gross production is naturally reduced to the extent that it is drawn upon for the manufacture of butter and cheese. The latter item is of no great moment, but in the manufacture of butter a large part of the milk produced on Maryland farms is consumed. There are obtained from the cows upon dairy and other farms in the State in the course of a year 64,040,517 gallons of milk. The State produces more than nine million pounds of country made butter and more than two million pounds of factory made butter, giving a total butter production of



GEN. MEADE'S HEADQUARTERS AT GETTYSBURG.

THE WOMAN'S COLLEGE OF BALTIMORE

Officers of Instruction and Administration

JOHN F. GOUCHER, D. D., LL. D., President

WILLIAM H. HOPKINS, PH. D.,

Professor of Latin.

A. B. and A. M., St. John's College; Ph. D., Dickinson College.

JESSIE S. WENNER, A. B.,

Instructor in Latin.

A. B., Woman's College of Baltimore, 1896.

LILA V. NORTH, A. B.,

Associate-Professor of Greek.

A. B., Bryn Mawr College, 1895; University of Leipsic, 1895-96.

JOSEPH S. SHEFLOE, PH. D.,

Professor of Romanic Languages. Librarian.

A. B., Luther College, 1885, and A. M., 1889; University Scholar and Fellow of Johns Hopkins University, 1888-90; Ph. D., Johns Hopkins University, 1890; Fellow by Courtesy, Johns Hopkins University, 1890-91.

GRACE SARA WILLIAMS, A. B.,

Associate-Professor of Romance Languages.

A. B., Knox College, 1897; Student of Romance Languages, Columbia University, 1898-99; Student Collège de France, Ecole des Chartes, Ecole Pratique des Hautes Etudes Paris; Istituto di Studi Superiori, Florence; University of Rome 1900-1901; University of Madrid, 1901-1902.

HANS FROELICHER, PH. D.,

*Professor of German Language and Literature.
Art Criticism.*

Ph. D., University of Zurich, 1886.

JOHNETTA VAN METER, A. B.,

Instructor in German.

A. B., Woman's College of Baltimore, 1894; Holder of European Fellowship of the Woman's College of Baltimore and Graduate Student at the Universities of Berlin and Heidelberg, 1900-01.

CHARLES W. HODELL, PH. D.,

Professor of the English Language and Literature.

A. B., De Pauw University 1892; Ph. D., Cornell University, 1894; Fellow in English, Cornell University, 1893-94.

MAY LANSFIELD KELLER, PH. D.,

Associate-Professor of English.

A. B., Woman's College of Baltimore, 1894; Graduate Student, University of Chicago, 1895; Holder of European Fellowship of W. C. B., 1901-02; Graduate Student at the University of Berlin and Heidelberg, 1901-04; Ph. D., Heidelberg, 1904.

ELLA ADELAIDE KNAPP, PH. D.,

Associate-Professor of Rhetoric.

A. B., Kalamazoo College, 1888; A. M., University of Michigan, 1891; Ph. D., University of Michigan, 1899.

MARY GRIER WILSON, A. M.,

Instructor in Rhetoric.

A. B., 1903 Pennsylvania College for Women; A. M., 1904, University of Pennsylvania.

WILLIAM H. MALTBIE, PH. B.,

Professor of Mathematics.

A. B., Ohio Wesleyan University, 1890; A. M., 1892; Fellow of Johns Hopkins University, 1894-95; Ph. D., Johns Hopkins University, 1895.

CLARA LATIMER BACON, A. M.,

Associate-Professor of Mathematics.

A. B., Wellesley College 1900; A. M., University of Chicago, 1904.

CHARLES C. BLACKSHEAR, PH. D.,

Professor of Chemistry.

A. B., Mercer University, 1891; University Scholar of Johns Hopkins University, 1890; Ph. D., Johns Hopkins University, 1890.

FANNY COOK GATES, A. M.,

Professor of Physics.

A. B. A. M., Northwestern University, 1884, 1895; Fellow in Mathematics, Northwestern University, 1894-95; Holder of the Bryn Mawr Scholarship, 1895-96; Fellow in Mathematics, Bryn Mawr College, 1896-97; Holder of European Fellowship of the Association of Collegiate Alumnae, 1897-98; Graduate Student in Physics, University of Göttingen, Zürich Polytechnicum, 1897-98.

LENA VAUGHN, S. B.,

Instructor in Physics.

S. B., University of Chicago, 1902; Graduate Student and Scholar in Physics, University of Chicago, 1902-1904.

A. BARNEVELD BIBBINS, PH. B.,

Instructor in Geology and Mineralogy. Curator.

Ph. B., Albion College, 1887; Member of the Maryland and U. S. Geological surveys; Fellow of the Geological Society of America and The American Association for the Advancement of Science.

FORREST SHREVE, PH. D.,

Associate-Professor of Botany.

A. B., Johns Hopkins University, 1901; Fellow, 1904-05; Ph. D., 1905; Adam T. Bruce Fellow, 1905-06.

WILLIAM E. KELLCOTT, PH. D.,

Professor of Biology.

Ph. B., Ohio State University, 1898; Ph. D., Columbia University, 1904.

LILIAN WELSH, M. D.,

Professor of Physiology and Hygiene.

M. D., Woman's Medical College of Pennsylvania, 1889.

ELEANOR LOUISA LORD, PH. D.,

Professor of History.

A. B. A. M., Smith College, 1887, 1890; Fellow in History, Bryn Mawr College, 1888-89 and 1891-96; Holder of the European Fellowship of the Woman's Educational Association of Boston, and Student in History at Newnham College, University of Cambridge, England, 1894-95; Ph. D., Bryn Mawr College, 1896.

ANNIE HELOISE ABEL, PH. D.,

Instructor in History.

A. B., 1898, Kansas State University; A. M., 1900, Kansas State University; Ph. D., 1905, Yale University.

THADDEUS P. THOMAS, PH. D.,

Professor of Economics and Sociology.

Ph. B., A. M., University of Tennessee, 1885, 1887; Fellow in History, Vanderbilt University, 1891-92; Ph. D., Johns Hopkins University, 1895.

JOHN B. VAN METER,

Morgan Professor of Bible in English.

Instructor in Psychology and Ethics.

Dean of the Faculty.

HILDA ERIKSON,

Instructor in Physical Training.

Graduate of the Royal Central Gynaesthetic Institute, Stockholm, Sweden.

HILDA C. RODWAY,

Instructor in Physical Training.

Graduate of Madame Osterberg's Physical Training College, Kent, England.

CARRIE MAE PROBST, A. B.,

Registrar.

A. B., Woman's College of Baltimore, 1904.

GEORGE FILBERT,

Cashier.

Session begins about the middle of September (September 16, 1907), and closes about the end of the first week of June. Entrance Requirements: Fifteen points as defined by the College Entrance Examination Board.

For information, address

THE REGISTRAR, WOMAN'S COLLEGE, BALTIMORE, MD.

pounds salted pork, 12,830,500 pounds hams, 20,154,859 pounds bacon, sides and shoulder; 10,277,552 pounds sausage, 6,000 pounds canned beef, and 52,000 pounds all other meats. From this total each family of 4.9 members in the State could be allotted 38.29 pounds of beef either fresh, salted and canned; 10.4 pounds of mutton, 49.6 pounds of fresh pork, 36.3 pounds of salted pork, 52.9 pounds of ham, 83.2 pounds of shoulder, bacon and sides; 42.5 pounds of sausage, and .21 pounds of other meats.

Properly belonging to the division of meat, also, is that side product of the dairy farm—poultry. The State produces in the course of twelve months 3,783,243 chickens, 182,188 turkeys, 59,776 ducks, and 91,904 geese, which is equivalent to 15.61 chickens for each family; .75 turkeys, .24 ducks, and .37 geese. This meat list is further augmented by the enormous amount of fish, crabs and oysters taken every year from Maryland waters. Of the fish no reliable figures are obtainable. There is also absent the means of ascertaining the number of oysters and crabs which are caught. The canning establishments, of course, furnish certain figures of their industry, showing that 400,000 pounds of clams, 8,835,734 pounds of oysters, and 330,571 pounds of crabs are packed or preserved annually. This would allow every family 1.65 pounds of canned clams, 36.46 pounds of canned oysters, and 1.36 pounds of canned crabs. These figures, however, are by no means indicative of the enormous product of water foods by the State of Maryland. The waters of the Chesapeake and its tributaries abound in fish, which not only furnishes food matter for many of the inhabitants of the State, but also afford the means of a livelihood for a great army of fishermen. There is no body of water of equal size to the Chesapeake which has a larger supply or a greater variety of fish. In addition to oysters, clams and crabs the diamond back terrapin and canvas-back duck of Maryland are famous the world over. There are many other wild ducks of fine breed, while the waters of the bay and rivers are stocked with shad, trout, mackerel, taylor, rock, herring and perch. There are such game as rabbits and game birds, which properly belong to the meat production of the State, but their number is not calculable.

In the production of fruits of all kind the people of Maryland are especially fortunate, and were the State to enter upon a hermit life, cutting off communication with other sections of the country, the people would find ample fruit produced within the boundaries of the Commonwealth to satisfy their every need. Of apples, 3,150,673 bushels are grown in Maryland in a year; 172,303 bushels of peaches, 301,702 bushels of pears, 60,452 bushels of cherries, 313 bushels of apricots, 19,945 bushels of plums, and 5,278 bushels of unclassified orchard fruit. This is equivalent to 52 pecks of apples for each family, 1 peck of cherries, 2.84 pecks of peaches, 5 pecks of pears, .33 pecks of plums, .005 pecks of apricots, and .084 pecks of unclassified fruit.

The State produces 3,154,570 watermelons a year, and 7,246,340 muskmelons, which would allow each Maryland family 29.9 muskmelons and 13 watermelons. There are raised 96,950 pounds of rhubarb, which is equal to .4 pounds per family. Of the smaller fruits, including the berries, there are grown 1,713,680 quarts of blackberries, 63,460 quarts of currants, 332,140 quarts of gooseberries, 1,450,250 quarts of raspberries, 24,035,640 quarts of strawberries, and 362,420 quarts of unclassified small fruit. An equal distribution of these fruits would amount to 99.28 quarts of strawberries, 7.07 quarts of blackberries, .26 quarts of currants, 1.37 quarts of gooseberries, 5.98 quarts of raspberries, and 1.5 quarts of unclassified small fruit to every family. The annual product of Maryland grape vines, amounting to 1,685,900 pounds, would entitle every average family to 6.95 pounds of this fruit; while the experimental fig crop, totaling about 100 pounds a year, would allow .0066 ounces of that fruit to the family. Another somewhat experimental crop, the peanut, with an annual crop of 143 bushels, would be divided into parts of .037 pints, and the orchard nut crop of 1,317 bushels, would allow a further distribution of .34 pints.

In the matter of beverages, Maryland, if isolated from all other parts of the world, would still be able to fare very well. The State reports an annual production of 21,537,839 gallons of beer, 3,791,603 gallons of whiskey, 15,253 gallons of brandy, 6,000 gallons of gin, 15,524 gallons of wine, and 42,539 barrels of cider; and upon equal distribution would entitle the Maryland family of average size to 88.87 gallons of beer, 15.64 gallons of whiskey, .5 pints of wine, .5 pints of brandy, .19 pints of gin, and 5.67 gallons of cider a year. There would remain for the abstainer from intoxicants the large amount of soda water manufactured in the State. The exact quantity of this product is not obtainable, but of the wholesale value of Maryland's yearly production of soda water, amounting to \$260,868, each family would obtain the equivalent of \$1.07 worth.

The Commonwealth produces 6,955,261 pounds of refined lard and 5,396,552 pounds of neutral lard annually. There are manufactured 12.655 barrels of vinegar; and the ice plants have an annual

Peabody Conservatory of Music



THE PEABODY CONSERVATORY OF MUSIC of the City of Baltimore was established in the year 1868. It is designed, as expressed in the language of its founder, George Peabody, to be "adapted in the most effective manner to diffuse and cultivate a taste for music, the most refining of all the arts, by providing a means of studying its principles and practicing its compositions, and by periodical concerts, aided by the best talent and most eminent skill within the means of the Trustees to procure."

The fine equipment of the Institute, the ability and experience of the Faculty, the thoroughness of the courses, and the high standards maintained, have created conditions peculiarly favorable for well-rounded musical work.

The Faculty includes fifty eminent European and American masters, including Harold Randolph, Director; Professors Otis B. Boise, Howard Brockway, Alfred C. Goodwin, W. E. Heimendahl, J. C. van Hulsteyn, Ernest Hutcheson, Pietro Minetti, Harold Phillips, Emmanuel Wad and Bart Wirtz.

THE Peabody Conservatory is practically the only endowed institution of its kind in this country; and being thus freed from the necessity of making the concessions which financial considerations usually impose, it is able to maintain a higher standard for graduation than any of its fellow conservatories. To this is due the fact that its alumni are so greatly in demand for positions throughout the United States. Of the holders of Peabody Diplomas or Teacher's Certificates, nearly all have filled or now fill official musical positions. Two-thirds of the number are on the Conservatory's own staff of instructors. Scholarships, Diplomas, and Teacher's Certificates are awarded; and pupils are accepted from the beginning and taken through the higher grades until they are fitted to be capable teachers or accomplished concert performers.

SCHUMANN, in his famous Rules for Young Musicians, thus answers the question, "How does one become musical?"—"You will become so, not by shutting yourself up all day, like a hermit, practicing mechanical studies, but by *living, many-sided, musical intercourse*." It is just this "living, many-sided, musical intercourse" that is afforded by conservatory life, in which is created an atmosphere of artistic interest and enthusiasm

that is an indispensable factor in the development of musical talent. The opportunity of hearing the master compositions of different epochs presented by the greatest artists of the day, the advantage of playing with and before others, the students' recitals, the lectures, the pleasant musical association, the class spirit—all these tend to stimulate a healthy interest and to establish a high ideal of excellence by means not obtainable outside of a conservatory.



PEABODY INSTITUTE

output of 120,740 tons of manufactured ice. These three items would allow the Maryland family 28.7 pounds of refined and 22.26 pounds of neutral lard per year, 1.63 gallons of vinegar, and 1,116 pounds of ice. This latter item, however, is misleading, as in the rural sections the farm families all obtain their ice from nearby streams, and the ice dealers in the cities also cut much ice from ponds. This is another commodity of which there are no means for estimating the actual annual production.

The quantity of many of the manufactured articles is not obtainable, although the values of such products are included in census statistics. The bakery products of the State are put down at \$4,140,692 a year, the roasting and grinding of coffee and spices at \$1,271,787, confectionery at \$2,323,206, baking and yeast powders at \$345,278, flavoring extracts at \$83,844, food preparations at \$274,046, and pickles, sauces, etc., at \$297,898. This represents for each family the following annual amounts of manufac-



MT. ST. AGNES ACADEMY.

tured food: Bread and bakery products, \$17.08; confectionery, \$9.58; baking and yeast powder, \$1.41; coffee and spices, \$5.26; flavoring extracts, \$.34; food preparations, \$1.13; pickles, sauces, etc., \$1.22.

Although Maryland is not generally regarded as a sugar State, some cane and maple sugar is produced in the Commonwealth. There are raised 435 tons of cane a year, the manufacture of syrup amounting to 4,058 gallons. The maple sugar totals 264,160 pounds, and there is an annual production of maple syrup of 5,825 gallons. This would entitle the Maryland family to .13 pints of syrup, .18 pints of maple syrup, and 1.9 pounds of maple sugar. The bees of the State produce 306,788 pounds of honey, which when divided would amount to 1.25 pounds per family.

Although neither the preserved fruits nor the canned vegetables should be included in the food production of Maryland, unless deduction be made from the gross production of the farm products used of the amount of raw material consumed by canneries and preserving establishments, the figures are

admissible in this connection as showing the extent to which the Marylander is provided for during the winter months. There are canned in the State in a year 201,133,625 pounds of tomatoes, 40,937,232 pounds of corn, 36,404,712 pounds of peas, 23,421,600 pounds of beans, 393,120 pounds of pumpkins, 4,465,680 pounds of sweet potatoes, 79,340 pounds of gumbo, and 411,984 pounds of succotash. This is equivalent to 1,299.3 pounds of canned vegetables for every family in the State. There are also preserved 6,911,424 pounds of pears, 28,609,018 pounds of peaches, 6,751,944 pounds of apples, 4,198,488 pounds of blackberries, 6,271,756 pounds of strawberries, 2,407,752 pounds of raspberries, 1,261,344 pounds of cherries, and 20,830 pounds of plums. This means an average of 232.8 pounds of canned and preserved fruit for every family in the State.

This, then, is the record upon which Maryland bases her claim as a food State. Were the Commonwealth by any circumstance cut off from the rest of the world the very abundance of her products would burden her with care, for the food produced within the State could not be consumed by the people within her borders. Not only does Maryland produce much more than is required for feeding the residents of the Commonwealth, but there is an almost endless variety to the things grown or made. Thus the State's bill of fare of home products would include, in addition to certain cooking materials, such as butter, milk, eggs, lard, vinegar, flavoring extracts, spices, herbs, baking and yeast powder, and wheat, rye, buckwheat, corn and barley flours or meals, chicken, turkey, duck, goose, beef (fresh, salted and canned), mutton, veal, pork (fresh and salted), ham, bacon, sides, shoulder, sausage, oysters (fresh or canned), clams (fresh or canned), crabs (fresh or canned), terrapin, wild duck, shad, trout, mackerel, taylor, rock, herring, perch, rabbit, tomatoes (fresh or canned), corn (fresh or canned), peas (fresh or canned), white potatoes, sweet potatoes (fresh or canned), onions, beets, carrots, parsnips, radishes, hominy, string beans, lima beans (fresh or canned), cucumbers, eggplant, pumpkin (fresh or canned), squashes, cabbage, cauliflower, lettuce, kale, spinach, asparagus, celery, gumbo, succotash, bread, honey, syrup, maple syrup, sauces, pickles, apples, apricots, cherries, peaches, pears, plums, grapes, strawberries, blackberries, currants, gooseberries, raspberries, watermelons, muskmelons, rhubarb, preserves (pear, peach, apple, blackberry, strawberry, raspberry, cherry and plum), cider, wine, beer, whiskey, brandy, gin, coffee, soda water, ice, confectionery, mixed nuts, peanuts, maple sugar and figs.

These are the things which Maryland can place before her people without the need of going across the border line into any other section of the land. As to the abundance of her supply: the State manufactures enough flour to provide every average family of 4.9 members with 1,535 pounds in the course of a year. Enough green vegetables are grown to give each family 173 pecks of peas, tomatoes, potatoes and like vegetables, and 57 heads of such products as pumpkins, cabbages, and eggplants. The annual slaughter of meat and catch of oysters and fish is sufficient to allow much over 400 pounds a year to a family. Of intoxicants the State's product is equal to more than 100 gallons per family; while the fruit harvest would provide every household with 62 pecks of orchard fruit; 43 melons; 115 quarts of berries and small amounts of grapes and other fruits. For variety, quality and abundance of her products, Maryland stands high as a food State.

These figures show that Maryland is a good State to live in.

The Wholesale Jobbers



THE GREAT natural reasons upon which the laws of successful competition are based find their soundest foundation in fact in the commercial environment of Baltimore and enable its jobbers to give buyers better goods and greater values in exchange for the outlay with which they replenish stock than other less favored communities can afford to give. These reasons may be summarized to be:

First. A commanding position geographically, with numerous rail and water transportation facilities, the former covering the shortest hauls and lightest grades to the purchasing centres, and the latter offering cheap freight rates along the coast with an abundance of cargo space at all times so that car shortage is almost a negligible quantity in the commercial equation. The greatest of the ocean

steamers come regularly to Baltimore, the Johnston, Hamburg-American, Atlantic Transport and North German Lloyd Lines maintaining direct ships to the greater manufacturing and distributing centres of Europe, affording low rates on imported goods and saving thousands of dollars in rail transportation from more northerly cities.

Second. The cost of living and conducting business in Baltimore is lower than in any great mercantile centre in America. Rents, building lots, salaries and wages, and the price of food and clothing require but a moderate outlay and the buyer is not compelled to pay for his goods an additional proportion of the unusual expenses of conducting business, as is the case in other cities where the standard of living is extravagant, where enormous rents must be paid and where excessive capital must be invested in the lands and buildings for factories and workshops. The chief result of these conditions is that the individual workman in the factory does a full day's work for moderate pay and turns out the best product because he has ample space to work in, and he is in the best physical condition. There are no strikes among such workmen and there is no friction in the operation of such plants.

Third. Because the relation of the Baltimore merchant to his customer is personal and friendly. No matter how great his business interests and how his time is engaged he is always the associate, friend and counsel of the buyer and the soul of Southern hospitality. Baltimore is a community of close personal friendships, where credit is based upon the personal relation as much as upon the commercial rating of agencies, and a mart in which mercantile prosperity has been achieved, not through a multitude of customers obtained by flattering promises and sold single large bills of goods and then cast aside for others, but where customers are made by furnishing them solid values and are retained for generations by fair and friendly dealing.

Dry Goods, Fancy Goods and Notions

For many decades Baltimore has been the metropolis of the cotton duck world. This excellent fabric has housed foreign armies against storms in all the world, has carried sailing ships along the winds of the seven seas for a century, and has served thousands of useful purposes in all America. The high quality of this material and of all dry goods sold in this city are known and praised South, West and North and there is no community where the storekeeper cannot refer to his neighbor for the worth of dry goods sold and "made in Baltimore." Dealers in millinery and the more delicate and dainty fancy goods, the style of which is dictated by Dame Fashion, will find the sea port of Baltimore in direct touch with France and Belgium, and an offering of charming creations that are striking, novel and suggestive.

Clothing, Shoes and Hats

Baltimore in proportion to its population manufactures more ready-to-wear clothing than any American city. Contented and healthy labor in spacious and well-lighted working rooms, and instructed by capable and experienced designers have made it so. Twenty millions of annual sales attest the merits of this product which competes successfully with made-to-order garments. Factory advantages and easy labor conditions have created a trade in shoes even greater than that in clothing. There are forty large houses in this line, many of whom make a product equal and better than that of New England and all of whom can furnish more goods for less money than their Northern competitors. Baltimore straw hats cover annually millions of heads in the South and West and endure the summer storms and dusts better than any others. Fast colors, best materials and honest workmanship create a product that is its own best advertisement.

Furniture, Stoves and Hardware

There was a time when the buyer looked to the far North and West for furniture, but these days have passed. Baltimore can well compete in freight rates with Michigan and Massachusetts and at a moderate cost the buyer can come and see the product made, a method far better than purchase by catalogue or sample. It has the largest chair factory in the world, which also makes more of the ever-popular baby carriages than any other plant in existence.

For generations Baltimore stoves have been famous and have warmed the hearts and hands of their grateful buyers. These are shipped all over the world. Baltimore has great facility for obtaining the raw material at the lowest figures. In hardware Baltimore's business is entirely a jobbing one. It is a great distributive centre for these wares, and being in direct touch with the South, is a favorite market in which to buy agricultural implements.

Groceries, Fruit and Confectionery

The rise of a \$10,000,000 grocery trade furnishes a fine example of the effect of the personal relation in business. By catering to every detail the trade desires and by selling only the purest product success has crowned Baltimore's efforts. Maryland is famous for her packing and canning houses, and her fruit, vegetables and oysters are wholesome, palatable and delicious.

It also maintains direct steamships to the cocoanut, pineapple and banana lands. These bring in eight to ten cargoes every week for packing or to be shipped at once to distant points in refrigerator cars. The confectionery trade is a close ally of the grocery trade, and Baltimore has built up a large business in the United States and in England and Austria. The presence of an ample supply of cheap natural raw material insures the lack of artificial or chemical substitutes in candy making.

Liquors

When the facetious Attorney-General advertised to the nation "something better than whiskey" it was a striking example of begging the question and revealed the methods of many blenders. But when he spoke of "semper idem" whiskey he surely had his native heath in mind as the home of the renowned and unchanging Maryland Rye. The excellencies of Maryland liquors have outrivalled those of Kentucky and Pennsylvania and the purity, age, verve and bouquet of the product of its distilleries are unsurpassed.

Special Offers for the Fall of 1907

Through the Merchants and Manufacturers Association the wholesale jobbers of Baltimore offer special inducements for merchants to purchase their 1907 fall stock in that city. To all merchants coming from the South, Pennsylvania, Ohio and West Virginia, the Association will pay one-half of their round trip fare if they purchase \$1,200 worth of goods from the jobbers on its lists. All the buyers have to do is to register at the office of the Association before leaving the city and a check will be mailed to them. In addition a ten day stop-over privilege can be secured on all through tickets to other points via of Baltimore. If the merchant has planned to visit Jamestown the Association, upon the same terms, will give him a full round trip ticket from Jamestown to Baltimore at any time before October 1st, 1907.

Baltimore is a most attractive summer resort. The sojourner may enjoy the mountains or the Chesapeake Bay, which are only fifty miles apart. He may partake of a thousand delicacies of field or stream in a pleasant summer climate.

The Retailers

IN MANY particulars Baltimore is remarkable for its retail establishments and markets. There is no city in America which offers more extensive accommodations or greater advantages to that class of purchasers commonly called "consumers" than the Monumental City, for it matters not whether the buyer seeks clothing for the body, food for the inner man, or furnishings for the house, a retail market is open to him which compares favorably with that of the largest cities in the country both in the matter of things offered and the prices charged. Lexington Market, in Baltimore, is confessedly the greatest vegetable and general retail food market in the United States, if not in the world. Immediately adjoining the market is the great shopping district of Baltimore, of which Lexington street is the main artery, closely pressed for supremacy by Eutaw, Howard and Charles streets. In East Baltimore there is a counterpart of this same arrangement of locality; Gay street, the great shopping thoroughfare of the section, having linked to it Belair Market. This proximity in Baltimore of the great shopping sections and the green markets is not a common feature in the larger cities of America, where the purchaser not infrequently finds the markets and the higher class retail sections separated by considerable distances.

In the modern commercial world, the largest factor, doubtless, in the distribution of general merchandise to the consumer is the department store. Of course this offspring of the spirit of concentration, which is reaching every branch of commerce and industry, represents but a comparatively small part of the

aggregate retail business done in any large city; but there is no single class of retailers in the city which aggregates as much business as is done by these establishments which cover more or less thoroughly all branches and lines of business. The department stores of Baltimore in every respect represent the highest standard of excellence which has been reached by the best conducted establishments of like character in the United States. They range from the most complete department store, which seeks to bring under one roof and one management a department for every class and character of commercial commodity, to those which are but somewhat expanded dry goods and notion establishments.

Many are the inducements offered by the large department stores of Baltimore to the purchaser, and the latter has not been slow to appreciate them. As a result there has been accorded the better class of these establishments a patronage which not only has made their venture a success, but has encouraged them to expand conservatively into even larger enterprises. The best known and most largely patronized department stores are to be found within a radius of several blocks of the corner of Howard and Lexington streets. The establishments here present an opportunity to the average customer to do all her shopping under one roof, although it is probable that the large majority of buyers, with the instinct for selecting from the offerings of several concerns, visit in their shopping tours a large number of the stores. The manner in which these establishments are conducted, supplies a pleasing and instructive spectacle to the average visitor. The entire system has been worked down to a very fine point of economy, and the business is conducted with the smoothness and regularity of machinery. The great areas of floor space, the endless lines of counters, and the enormous windows of the larger establishments made possible a display that is marvellous in its extent and entertaining in its variety.

But in the shopping districts, the department store is only one of the many things which attract both the buyer and the onlooker. Lexington street from the market to Charles street, is lined on either side with countless retail stores, which make the thoroughfare one continuous show window by day and a riot of lights by night. Stretching north and south from Lexington street are Eutaw and Howard streets, both occupied by big department stores and numerous retail establishments. Further eastward is Charles street, the home of jewelry stores, florists' establishments and expensive fancy goods stores; while two blocks southward and running parallel with Lexington street is Baltimore street—the great shopping thoroughfare for men's ware as well as, to a limited extent, for the things which especially attract women. Baltimore street is the most extensive of the retail shopping streets of the city, its rows of retail and wholesale establishments and office buildings having a total length of several miles. Gay street, beginning at Baltimore five squares below Charles, extends northeastwardly to the far end of the city, and for much of its length is occupied on either side with establishments of retailers ranging from the big department store to the smallest dealer in tobacco and newspapers.

Within the territory thus outlined, but including many less important streets which branch from these thoroughfares, are the bulk of the larger retail stores of Baltimore. All the things which are essential or ornamental to mankind are here on sale in great profusion. Mile upon mile of stores, large and small, present a many miled display of millinery, fancy goods, notions, women's wearing apparel, leather goods, jewelry, china and glassware, flowers, fruits, fancy groceries, confectionery and pastry, shoes, men's clothing, hats, paintings, books, furniture, pianos, hardware, etc., etc. At the same time there are certain business sections in outlying districts of the city, which cater as fully to the needs of those living in these particular districts. Thus Pennsylvania avenue, extending northwestward from Franklin and Green streets, is the shopping district of a large part of the population living close to this avenue in Northwest Baltimore. South Charles street transacts an enormous business in its many retail establishments which cater to the residents of South Baltimore. Broadway below Baltimore street is lined with large retail establishments and department stores, and has Broadway Market at its foot. And for a considerable stretch North Charles street has been converted into a shopping section for the residents of Central and North Baltimore.

Outside of the strictly shopping and business sections of the city, there are hundreds upon hundreds of retail stores and shops scattered throughout the city. Every section has its retail establishments, which provide for the needs of those in their immediate vicinity. In few cities is there a greater number of stores proportionately, and in none are they more evenly distributed in every district. In Baltimore the average resident has within almost a stone's throw of his house a retail store to provide him with groceries and provisions; a drug store to be ever ready to render service in case of sickness; a bakery with its supply of bread and confectionery; and also a tobacco shop, and, probably, a restaurant

or saloon. The city is bountifully supplied also with widely distributed coal and wood yards, retail dry goods and notion stores, tailoring and barber shops, etc., etc. The amount of business done by these retail establishments is incalculable, and any estimate must be entirely speculative. To the wage-earners in Baltimore manufacturing establishments alone, there is paid in wages in a year more than thirty millions of dollars. This constitutes only one source—though, of course, the largest source—of income for the people. How large the wage and salary list is in a year, including the pay-rolls of city officials; of professional men and women; of clerks, bookkeepers and other employes in businesses other than manufacturing, is a matter that cannot be estimated accurately. Yet this enormous sum of money goes in a large measure to the retail establishments of the city. And there is the further sum to be computed which is derived from the out-of-town patrons of the retail establishments. Some of these make their purchases by mail; but the larger number of them do their Baltimore shopping in person. These customers come from every section of the State; they come from many of the nearby States, and as many of them are from the larger cities of their respective commonwealths as from small urban centers and rural sections. Baltimore is, indeed, the shopping town for the people of an enormous territory stretching from the city toward the four corners of the land.

One of the most striking features of Baltimore as a city offering special inducements to the consuming patron is the excellent accommodations offered the people of the city in the matter of markets. Mention has already been made of the fact that almost every large retail business section has its vegetable and general market. Thus Gay Street has Belair Market; Pennsylvania Avenue has Lafayette market; Broadway has the Broadway Market; West Baltimore Street has Hollins Market; North Howard Street has Richmond Market; South Baltimore has Hanover Market; Lexington Street and the main shopping district has Lexington Market, etc., etc. Each of these trading places for market products and foodstuff generally is of a very high standard, but it is for Lexington Market that Baltimore is most famed in this respect. Lexington Market is, indeed, an exceptional place of its kind,

and though the other markets of the city are not greatly different from it in some of the main features, yet for the variety of goods on sale, the grade of products offered, for the great number of buyers and sellers, and the general appearance of the market, this business center is without a parallel.

This survey of Baltimore as a retail market shows more especially the purchaser's advantages and accommodations. The retailer in his rôle of distributor has been made of secondary importance; the customer seeking to make his purchases conveniently, advantageously, and at the same time obtain the very best grade of goods that the market affords, has been made the subject of primary consideration. This, because comparatively little has to be said of the financial stability and business success of most of the retail establishments in the Monumental City. The fact that these stores are able to give their customers the class of accommodations they do is in itself testimony of success. Depleted stocks, poor assortments, and slothful service indicate small trade and financial weakness in a retail establishment, and large stocks, large variety of offerings, and prompt service speak of prosperity. Signs of the uniform successfulness of Baltimore's retail establishments of every grade and character is seen in the



DISPENSARY OF WOMEN'S MEDICAL COLLEGE, BALTIMORE, MD.

steady progress made by those stores which are dependent upon the customer for their business. In this sphere a steady expansion is going on, resulting from healthy conditions and judicious management. The fact that there are no failures is not in itself conclusive evidence of business success, for many concerns may, while making a failure of the things they undertake to do—earn a profit on the capital invested—and are able to eke out enough to keep from going to the wall. But when establishments—both the largest and the smallest—are engaged in a process of conservative and general expansion, the probability is that they are striving to handle a business which is outgrowing their existing facilities. In other words, their business is not only successful in fulfilling earlier hopes; it is growing greater than had at first been anticipated. And this is the common condition in Baltimore. None of the retail concerns are contracting, many are expanding, and enough of them are making successes to justify an assertion that the retail business in Baltimore is generally very prosperous.

The reason of the great success of Baltimore as a retail market is the low price its storekeepers ask and the high character of their goods. These inducements bring purchasers from all parts of the country.

The Maryland Cities and Towns



WHEN ONE CITY stands as prominent within a State as Baltimore does in Maryland, the commercial status of smaller urban centres is apt to be overlooked. As a consequence of this, there are in the Old Line State not a few cities and towns which, were it not for the overshadowing supremacy of the Monumental City, would have been better known as manufacturing and commercial places. These smaller towns have not, however, permitted themselves to become discouraged because the metropolis of the State has so far outdistanced them; nor have they settled down in indifference to serve merely as contributing centres to Baltimore's prosperity. In fact, were the Monumental City of a sudden to close her gates and cease doing business, the group of progressive manufacturing and mining towns of Western Maryland and the long string of trading ports upon the Chesapeake would feel but a momentary pause to their activity while determining upon the substitution of a new clearing-house in certain branches of their commercial affairs.

The most important cities of Maryland, exclusive of Baltimore, are grouped somewhat loosely together in that narrow strip of territory which forms the western point of the State. This strip has as its eastern boundary an imaginary line drawn from Harper's Ferry northward to Pen-Mar, and takes in Washington, Allegany and Garrett Counties, terminates at the extreme western boundary of the State. Of the three counties included in this territory Garrett contributes nothing to the list of prominent towns, but both of the other counties support cities which have long been influential factors in the commercial life of the State, and which are rapidly growing in importance. Hagerstown, the third city in the State in population and manufactures stands at the gateway of this western strip of territory. The county seat of Washington County, the home of several important educational institutions, and the point where several railroads cross, Hagerstown has developed rapidly. It is eighty-six miles from Baltimore and twenty-two miles from Frederick City, and is reached by the Baltimore and Ohio, Cumberland Valley, Western Maryland, and the Norfolk and Western Railroads.

The population of Hagerstown has increased with remarkable rapidity; from 10,118 people in 1890 and 13,591 in 1900, it advanced to about 16,022 persons in 1906. The progress of the town has been due in large measure to its manufactures, although it owes much to the fact that it is the trade centre of a very rich section of the State. The 203 manufacturing establishments located there give employment to nearly two thousand wage-earners, whose toil results in the production of two and a-half million dollars worth of manufactured articles annually. The chief manufactures are the products of machine shops and factories engaged in making vehicle equipments. The city supports three daily newspapers. Williamsport, another Washington County town, is seven miles southwest of Hagerstown, which latter city it serves both as a shipping point and a feeding centre. Williamsport is on the Potomac River and the Chesapeake and Ohio Canal. It is reached by the Western Maryland and the Cumberland Railroads. While engaged to a limited extent in manufactures, its chief importance is derived from its position as a trade centre. Its population in 1906 was 1608.

Cumberland, is the largest of Maryland's secondary cities, and its position of importance is made doubly secure by the support it obtains from a chain of important commercial centres of which it forms the head. The healthy growth of Cumberland has been the outcome of the development of Maryland's rich coal lands, the city forming the natural shipping point eastward for the many mines of Allegany County. Ever since the Chesapeake and Ohio Canal was carried to this city, and the artificial waterway began performing the service for which it had been designed in floating bituminous coal to the big manufacturing cities on the Atlantic seaboard, the importance of Cumberland has been steadily increasing. Today, with nearly 20,000 inhabitants, with about three millions dollars invested in manufacturing plants, and with large capital interested in the coal output of the State, the city is destined to grow constantly in importance. Situated on the Potomac River, and forming the western terminus of the Chesapeake and Ohio Canal, Cumberland is reached by the Pennsylvania, the Baltimore and Ohio, the Western Maryland and other railroads. In addition to its coal shipping industry, the city is extensively engaged in the manufacture of iron and steel, glass, brick, and other like products.

Beginning at Cumberland and extending southward somewhat parallel with the boundary line between Allegany and Garrett Counties is a string of important mining towns; and these are large contributors not only to the commercial prosperity of Cumberland, but to that of the entire State. This chain of towns includes Frostburg, Lonaconing and Westernport, all of which are in Allegany County. Frostburg, eleven miles west of Cumberland, is on the Cumberland and Pennsylvania Railroad. With a population of somewhat less than 5,000 people, its greatest energy is devoted to the mining of soft coal, although it contains several foundries and brick factories. Lonaconing, with a population of between 2,000 and 3,000 people, is rapidly advancing as a mining centre. The town is twenty-three miles southwest of Cumberland, and is reached by the George's Creek branch of the Western Maryland and by the Cumberland and Pennsylvania Railroads. Westernport, which forms the extreme end of the chain, is on the Potomac River, opposite to Piedmont. It is reached by the Cumberland and Pennsylvania Railroad, and has a population of about 2,500 people. Fifty-four miles from Cumberland is Oakland, the county seat of Garrett County. This town has a population of about 1,250, is reached by the Baltimore and Ohio Railroad, and has gained fame as a summer resort. It is situated 2,700 feet above the sea level. Its chief industry is the manufacture of flour and the production of leather.

Traveling eastward from Hagerstown toward the Chesapeake Bay, and traversing portions of Washington, Frederick, Carroll, Baltimore and Harford Counties—all on the northern boundary line of Maryland—one encounters some of the richest farming districts of the commonwealth. This stretch of land supports a number of prosperous towns, some of which devote entire attention to the handling of the products of nearby farms, while others have made considerable progress as manufacturing and trading centres. The most important city in the territory between Hagerstown and Baltimore is Frederick City, the county seat of Frederick County, which occupies a commanding position in the heart of a great agricultural district. It is sixty-one miles west of Baltimore, and is reached by the Baltimore and Ohio and the York-Frederick branch of the Northern Central railroads. With a population of slightly more than 10,000 persons, the city gives employment in its 133 manufacturing establishments to 1,131 wage-earners. The manufacturing concerns consist of tanneries, foundries, sash factories, brick works, knitting mills, creameries and brush factories. In manufactures the city ranks fourth in Maryland, and in point of population it holds the same position. Frederick City is the home seat of Frederick College (founded in 1797), of the Woman's College and of the State Deaf and Dumb Asylum.

Fifteen miles southwest of Frederick is Brunswick, a town of 2,500 inhabitants, which supports several manufacturing establishments and a repair shop of the Baltimore and Ohio Railroad.

Westminster, the seat of government for Carroll County, is a manufacturing and educational centre, twenty-eight miles northwest of Baltimore on the Western Maryland Railroad. Its flour mills and its factories, engaged chiefly in the manufacture of carriages and cigars, have advanced it to the sixth place among the manufacturing cities of the State. Western Maryland College, which is under control of the Methodist Protestant Church, has attracted to the Carroll County town a large body of educators and students who have raised a standard of intellectuality there not commonly encountered in the smaller urban centres. Then, too, the position which Westminster naturally holds as the gathering town for products of surrounding districts and the distributing point for manufactured articles required by the

Carroll countians has given it prominence as a trading point. The town has a population of about 3,500 people.

Towson, the governmental seat of Baltimore County, is seven miles north of Baltimore—and Ellicott City, the county seat of Howard County, is twelve miles west of the Monumental City with both of which it is connected by steam and electric railway. Towson has a population of 2,700 inhabitants. It contains the Baltimore County courthouse, an attractive building of colonial architecture, and numerous attractive residential properties. Ellicott City is a quaint, old-fashioned town of 1,331 inhabitants. It is built upon a steep incline overlooking the Patapsco River; and engages in manufacturing to some little extent, the chief industries being flour and cotton mills, and stone quarries. Sparrows Point, about fifteen miles southeast of Baltimore, is known throughout the commercial world because of the Maryland Steel Company's works, which are nearby. The population of the place is made up almost entirely of laborers in the iron works and their families. Sparrows Point is an ideal manufacturing town, great thought having been given by the management of the works to the comfort and health of their people. A steam and an electric railway connect the place with Baltimore.

Belair, the county seat of Harford County, is on the Maryland and Pennsylvania Railroad, twenty-four miles northeast of Baltimore. The town has a population of about 1,000, and is the trade centre for the fertile surrounding country. This section of the State is given up largely to the cultivation of vegetables and fruits, and Belair is the centre of Harford County's canning industry. Rockville, the county seat of Montgomery County, is sixteen miles north of Washington. It has a population of 1,110 and is reached by the Baltimore and Ohio Railroad. Hyattsville, with 1,222 inhabitants, is in Prince George's County. It is six miles northeast of Washington, with which city it is connected by the Baltimore and Ohio Railroad. Laurel, also in Prince George's County, is between Washington and Baltimore on the same line. It has a population of slightly over 2,000 people, and is noted principally for its iron works, which draw upon the surrounding iron ore deposits for raw material. Upper Marlboro, the county seat of Prince George's County, has about 500 inhabitants. It is in a grain, tobacco, and fruit growing section, and has several canneries engaged in packing vegetables and fruits.

Annapolis, the State capital, and one of the oldest and most interesting cities in Maryland, is twenty-six miles south of Baltimore. It is on the Severn River two miles from the Chesapeake Bay, and in the heart of the rich fruit and vegetable section of Anne Arundel County. It is reached by steamer from Baltimore, and also by two lines of railways—the Baltimore and Annapolis Short Line and the Annapolis, Washington and Baltimore. Annapolis was made the capital of the State more than two hundred years ago, or in 1694. During the greater part of Maryland's Colonial career it was the centre of both the social and the commercial life of the State. In pre-Revolutionary days it was the scene of the greatest social functions of the Province, and during the American Revolution the city played an important part in the nation's affairs. The Continental Congress held its session here for a period, and in the State House Washington resigned his commission as Commander-in-Chief of the Continental Army. The State House is the finest example of a Colonial building now extant.

The United States Naval Academy is located at Annapolis. The grounds of this institution have recently been much improved and new buildings of architectural merit have been erected. In addition to the Naval Academy, the State House and the Governor's Mansion, Annapolis, contains St. John's College, founded in 1789, the new Court of Appeals building, a modern and beautiful postoffice and some of the most attractive and famous Colonial mansions to be found in America. The city has a population of about 9,169 persons. Its manufacturing establishments do considerable business, giving employment to 244 wage-earners. The chief industries are oyster packing and the manufacture of glass and ice.

There are a number of progressive towns on the Chesapeake Bay and its navigable tributaries upon the Eastern Shore of Maryland. In the strip of land on the Western Shore which extends southward between the Chesapeake Bay and the Potomac River, the towns owe their chief claim to prominence to the fact that they are county seats. La Plata, the governmental seat of Charles County, is on the Philadelphia, Baltimore and Washington Railroad, three miles from Port Tobacco. Prince Fredericktown, fifty-five miles south of Baltimore, is the county seat of Calvert County. The town is five miles from the Chesapeake Bay, its steamboat landing being Dare's Wharf.

Leonardstown, the county seat of St. Mary's, has a population of about 500. It is on Briton's

Bay, near the Potomac River, and fifty-five miles south of Annapolis. It has steamboat connections with Baltimore and Washington, but is not upon a railroad line.

The Eastern Shore, however, is dotted with prosperous towns and villages along the entire water line. These towns owe their growth to the fact that they are naturally the receiving points for nearly all the manufactured articles imported into their respective counties; that they are the shipping points for the products of inland farming districts; and that they are naturally the trade centres for large stretches of fertile interior country, where towns are not abundant, and such as do exist are not over-prosperous. Furthermore, these seaport towns are advantageously located for engaging in canning the products of surrounding farmlands, and they are thus given an incentive to engage in manufacturing as well as a trading business.

In the lower end of the Eastern Shore, where the peninsula is divided from east to west by the boundary line between Maryland and Virginia, there are three towns which do considerable business. Crisfield, the most important of these is in Somerset County, and is directly upon the Chesapeake Bay. It has a population of 4,285, and is reached by steamers from Baltimore and by rail over the New York, Philadelphia and Norfolk line. The packing of oysters is its chief industry. Pocomoke City and Snow Hill, both upon the Pocomoke River are in Worcester County. The latter is the county seat and has a population of 1,675. It has communication with Baltimore by steamers and is reached by the Eastern Shore division of the Philadelphia, Baltimore and Washington Railroad. The town has saw, planing and flour mills, canning factories and a general trade in lumber, fruit, and the products of truck farms. Pocomoke City, fifteen miles from the mouth of the Pocomoke, has a population of 2,304 inhabitants. Its industries are very much the same as those of Snow Hill. Berlin, another Worcester County town, is inland, and is on the line of the Baltimore, Chesapeake and Atlantic; and the Philadelphia, Baltimore and Washington railroads. It has a population of 1,436 people, and supports canning factories, veneer works and other manufacturing establishments. In the northern part of Somerset is its county seat, Princess Anne, a town of not quite a 1,000 people upon the banks of the Manokin River.

In Wicomico County, which is north of Somerset and Worcester, are Salisbury, the county seat, and Sharptown. Salisbury is a thriving port of more than 5,000 people. It is on the Wicomico River, 103 miles south of Wilmington, Delaware, with which city it is connected by the New York, Philadelphia, and Washington Railroad; it is also reached by the Baltimore, Chesapeake and Atlantic Railroad. The town conducts a large shipping trade in grain, fruit, and lumber, and has several manufacturing establishments engaged in the production of textiles and flour. Sharptown is twelve miles northwest of Salisbury, but is not on any railroad line. It has a population of about 1,000 people, and uses Seaford, Delaware, as its railroad station.

The next important tributary of the Chesapeake travelling northward is the Choptank River, which has Cambridge near its mouth, and at its head Denton. Cambridge is the governmental seat of Dorchester County. It has a population of nearly 7,000 people, who support a daily paper and engage extensively in manufacturing food stuffs. The town is connected with Baltimore by steamers and is also reached by the Philadelphia, Baltimore and Washington Railroad. Fish, oysters and lumber are exported on a large scale, while the canning establishments consume a large quantity of the fruit and vegetables grown in the surrounding territory. Denton, the county seat of Caroline, has a population of not quite 1,000 people. It is engaged in manufacturing to a limited degree, though chiefly for local consumption. The town is connected with Baltimore by steamers.

Talbot County has two important seaports: Easton, the county seat, which has a population of 4,019, and St. Michaels, with 1,043 inhabitants. Easton is about fifty miles south-southeast of Baltimore, and is reached either by bay steamers or the Philadelphia, Baltimore and Washington and the Baltimore, Chesapeake and Atlantic Railroads. The town contains mills, canning establishments, furniture and shirt factories, and is the trading centre for the surrounding grain and fruit growing district.

Queen Anne's, the next county, has as its northern boundary the Chester River, and on the southern bank of this body of water there are two important Queen Anne's towns—Centerville, the county seat, and Queenstown—while on the northern bank is Chestertown, of Kent County. Centerville is thirty-six miles southeast of Baltimore, with which city it is connected by bay steamers; and it is also reached by the Philadelphia, Baltimore and Washington and the Queen Anne's Railroads. The population is 1,231. A number of manufacturing establishments are located in the town. Queenstown is

engaged in shipping and packing fruits and oysters. It is on the Queen Anne's Railroad and is reached from Baltimore by steamers. Chestertown is at the head of navigation of the Chester River. It has a line of steamers connecting it with Baltimore, and is also reached by the Philadelphia, Baltimore and Washington Railroad. Chestertown is the county seat of Kent, and has a population of 3,271 people. It is the seat of Washington College, established in 1782, and supports numerous manufacturing establishments, consisting chiefly of canning establishments and paper mills.

At the head of the Chesapeake, either directly on the Bay or on one of its tributaries, are four towns of some importance, all connecting with Baltimore by steamer. Three of these, Chesapeake City, Elkton and Port Deposit, are in Cecil County. Chesapeake City, a town of 1,183 inhabitants, is at the Maryland entrance to the Chesapeake and Delaware Canal. Elkton, the county seat, is at the head of navigation on the Elk River. It has a population of 2,698 persons and is reached by the Philadelphia, Baltimore and Washington Railroad. The city has a number of manufacturing establishments, including iron foundries, ship yards, flour mills, machine shops, pulp mills and fertilizer factories. Port Deposit is on the Susquehanna River, five miles from its mouth, and forty-one miles northeast of Baltimore. It engages extensively in the transshipping of lumber and is the shipping point for valuable granite taken from nearby quarries. It is the seat of the Jacob Tome Institute, one of the leading schools of its kind in the country. Havre de Grace, in Harford County, on the Western Shore, is at the mouth of the Susquehanna. It is the fifth manufacturing city of the State and gives employment to 674 wage-earners. Its principal industries are canneries, flour and lumber mills, sash factories, textile works, and trading in lumber and fish. Its population is about 3,600 people.

These thirty-two cities and towns have an aggregate population of 124,084 people. The greater number of towns in Maryland, however, have a population ranging from 1,000 to 2,500 people. The five larger secondary cities, including Cumberland, Hagerstown, Frederick, Annapolis and Cambridge—ranging in the order of their size—have an aggregate population of 61,601 people, while the twelve largest urban centres—(excluding Baltimore) Salisbury, Frostburg, Crisfield, Easton, Havre de Grace, Westminster and Chestertown, show a total population of 90,238 people. These twelve cities and towns are the principal commercial centres of the State outside of Baltimore, and both in the amount of their commerce and manufactures, in the extent of their population, and in the character of their government, they compare favorably with urban centres of like size in other States of the Union.

The Monuments of Maryland

ENEATH the words "Monumental City," as applied to Baltimore, there is more than the usual note of frivolity or good-natured rivalry which causes the people of one section to nickname a city or state in another—there is the unanimous testimony of early Americans to the reverence and patriotism which characterized Marylanders generally. While the people of the other lately-freed states were giving their entire thought to the commercial possibilities of the country in which they lived, or to the organization in their new-found liberty of a republican society, the citizens of Maryland paused in their planning and dreaming—paused long enough to remember the one great controlling spirit who had changed the Declaration of Independence from a speculation into a fact. It was not strange that a people who had shown the grit and courage which Marylanders displayed in the Revolutionary War, should for a season ignore the demands of tomorrow that they might honor the great military chieftain of yesterday; and so in the very heart of Baltimore City there was raised the first—and even to the present time the most beautiful and impressive—memorial to George Washington.

Plans had already been completed for erecting the monument to Washington, and its projectors had selected for its site the open square on Calvert street, between Fayette and Lexington streets, when the second war with England intervened, and for a time the building of the Washington Monument was delayed. By the time those interested in the memorial were prepared to resume their labors, the battle of North Point, on September 12, 1814, and the bombardment of Fort McHenry had taken place, and the people built the Battle Monument to the honor of those who had defended their lives and homes

upon the site originally selected for the monument to Washington, while the latter memorial was constructed upon the crest of a hill somewhat further uptown—known today as Washington Square and Mount Vernon Place. And the visitor coming to Baltimore beheld these two magnificent monuments built by the people of Maryland, and he called the place the Monumental City.

With the passage of years and the increase of commercial burdens, the people of Maryland have lost nothing of that sense of gratitude which prompted them in early days to raise monuments to their heroes and benefactors. In Baltimore and throughout the State the contributions of citizens, cities and the commonwealth have erected many monuments and statues for the purpose of perpetuating the memory of those men of Maryland and the world at large who have rendered distinguished service to the state or nation. From Columbus, who discovered America, to Schley, Maryland's own son who so ably defended its honor in the Spanish-American War, down the entire stretch of American history, there are characters by honoring whom Maryland has strengthened her claim to the title "Monumental."

The movement which resulted in the erection of Washington Monument, was given its formal beginning in 1809, when a party of Baltimoreans were authorized by the legislature to conduct a lottery for the purpose of raising funds for the proposed memorial. As the site originally selected for the Washington Monument had been taken by the Battle Monument, Col. John Eager Howard, Revolutionary officer and Maryland Statesman, offered a plot of ground upon which to erect it. Colonel Howard's offer was accepted, and he deeded to the city the beautiful hill upon which the Washington Monument now stands. This is now known as Washington Square and Mount Vernon Place, the memorial being at the intersection of Charles and Monuments streets. The corner stone was laid on July 4, 1815, and the structure was completed in 1829. The monument consist of a Doric column, varying however, from the pure Grecian form in that it has a base, and is surmounted with a statue of Washington. The base of the column accommodates two massive entrances to the structure and a first-floor room. By means of a spiral staircase access is had to the top of the column, which is surrounded by a balcony. The monument is 280 feet above the tide-water, and the statue is 16 feet high. The base of the monument is encircled by iron railings, while reaching out in the four primary points of the compass are as many stretches of city parks. These parks are one block in length, though narrow, and are lined on either side with some of the finest public buildings and residences in the city.

Four memorials have been erected in the parks surrounding Washington Monument. The newest of these is the equestrian statue of Colonel John Eager Howard, one of the bravest officers in the Revolutionary War, and who served his State later as Governor and United States Senator. It was he who presented the city with the ground upon which Washington Monument and the four memorials stand. The Howard Statue was unveiled on January 16, 1904, and stands at the far end of the park to the north of Washington Monument. In the same stretch of land, but at the south end of the northern park, and immediately facing the large monument, is a statue of Roger Brooke Taney, lawyer, jurist and statesman, who while Chief Justice of the Supreme Court of the United States, rendered the famous "Dred Scott" decision. Judge Taney is represented in a sitting position and robed in the gown of his exalted position. In the park east of Washington Monument is a statue of George Peabody, the great philanthropist and particular friend of Maryland. It was Peabody who aided Maryland in the effort to maintain her credit and avoid repudiating her public debts in the forties, and it was he who gave to the city the great library and educational institution which is housed in the marble building just south of his statue. The memorial is a seated bronze figure of the philanthropist resting upon a granite pedestal. In the park extending southward from Washington Monument is a statue of Severn Teackle Wallis, an eminent Maryland lawyer and an active force in the political affairs of the State. In the fourth of the parks, that west of the Monument, are a number of studies in bronze by Barye.

The movement to erect the Battle Monument to which we have referred took definite form on March 1, 1815, and on September 12, 1815—the first anniversary of the Battle of North Point—the corner-stone was laid in the open court immediately north of the intersection of Fayette and Calvert streets. This tract of land had long been a meeting place for the people of Baltimore. From very early days they had gathered here on jubilee occasions and engaged in public debates and demonstrations, and it was therefore a fitting site for the memorial. The monument was completed in 1822, the figure which surmounts the column being raised on September 12 of that year. The lower half of the monument proper is square, and serves as a base for a Doric column upon which stands the figure of a female holding a

wreath. The monument is 42 feet high, while the statue gives it an additional nine feet, making the entire height 51 feet.

While the Battle Monument was in course of construction, a small monument was erected in the outskirts of the city, near the spot where the Americans first encountered the British under General Ross. This monument or tablet was put up on July 28, 1817, as a memorial to Aquilla Randall, who fell in the Battle of North Point. At the corner of Gay and Monument streets, in Baltimore, is another memorial to those who took part in the battle of September 12, 1814. Two privates in a company which went out to oppose General Ross's advance, were killed about the same time that the British commander fell, and these lads—Wells and McComas—have been credited by tradition with killing the British commander. Their bodies were first buried in a graveyard which occupied the present site of the Johns Hopkins Hospital; subsequently they were taken up and re-interred in Greenmount Cemetery. A movement was started in 1854 to erect a monument to their memory, and the memorial was completed in 1873. Under this memorial—the Wells and McComas Monument, which is 33 feet high, rest the bodies of the two defenders, in the third grave they have filled. While they were brave soldiers and gave up their lives for the defence of their city, it is more than probable that General Ross was killed by the men of Captain Benjamin C. Howard's Company.

On the grounds of the Samuel Ready Institute, on East North avenue, is a plain obelisk of brick covered with cement, which rises sixty feet from the ground. This is supposed to be the first memorial erected to Columbus in America, it having been built by a certain Chevalier d'Anmour, a Frenchman, in 1792. There was a rumor circulated at one time that the "Columbus," to whom the memorial is inscribed, was not the discoverer of America, but a favorite horse of the Frenchman. The late Prof. Herbert B. Adams, of the Johns Hopkins University, however, disproved this story, and there is no reason to doubt that the old monument was built as a memorial to the discoverer of America. In 1892, one hundred years later, the Italians of Baltimore presented to the city a monument in honor of Christopher Columbus, which is a replica to the one erected to his memory in Genoa. It is of white marble, and eighteen feet high. The base serves as a pedestal for a marble statue of the discoverer, the latter being six and a-half feet high. The monument occupies a prominent site near the lake in Druid Hill Park, and is artistically executed. Close by is the magnificent Wallace Statue, presented to the city by William Wallace Spence. This monument consists of a heroic figure of the Scotch patriot, William Wallace, in bronze, mounted upon a massive granite base 13½ feet high. The memorial was presented to the city in 1892, and its admirable position upon one of the most prominent hills surrounding the big lake has made it one of the most familiar memorials in the city of monuments.

In 1861, the Odd Fellows of America began a movement to raise a fitting memorial to Thomas Wilkey, the father of the Order in America, who founded in Baltimore the first branch of the organization in America. The cornerstone of the monument, which stands on North Broadway, was laid April 26, 1865, and the monument, 52 feet in height, was completed on September 20 of the same year. The Odd Fellows also erected somewhat later another monument in Baltimore in memory of James L. Ridgely, one of their most efficient officers. The base of the monument is of rough and polished granite, and is surmounted by a bronze statue of him in whose honor it is erected. It stands in Harlem Park, in the northwestern section of the city. The McDonogh Monument, in Greenmount Cemetery, was dedicated on July 31, 1865. It is a memorial of John McDonogh, who died near New Orleans in 1850, and by his will left the bulk of his estate to Baltimore and New Orleans. It is to this memorial in Greenmount Cemetery that the boys of the McDonogh School—one of the foundations established by his philanthropy—march once a year on Founder's Day and place at its base their floral memorial wreaths.

In the burial ground adjoining Westminster Church, at the corners of Fayette and Greene streets is the Poe Monument—a small, but impressive granite memorial, which was erected by the public school teachers of Baltimore, and dedicated in November, 1875. The Ferguson Monument, a memorial by the people of Baltimore to William B. Ferguson, who lost his life by yellow fever in Norfolk, 1835, while engaged in fighting the disease there, is in Greenmount Cemetery; as are also the monuments to Professor William R. Creery, sometime superintendent of public schools, which was the gift of the teachers and pupils of the schools, and the Smith Monument, a memorial to William Prescott Smith by the business men of Baltimore as a mark of their appreciation of his service in building up the Baltimore and Ohio Railroad.

The number of monuments in Baltimore has been increased in recent years by the addition of several very attractive memorials. The most pretentious of these is the monument to the soldiers of the Revolutionary War, which stands in Mount Royal Plaza, near Mount Royal Station of the Baltimore and Ohio. This monument was unveiled on October 19, 1901. It is a granite column, 32 feet high, on a base and pedestal, and surmounted by a statue of liberty. The statue is 11 feet high, giving the entire memorial a height of more than 60 feet. Upon the crest of the hill of Mount Royal Avenue stands the monument erected in 1903 to the memory of the Maryland soldiers who died in the Mexican War, and surmounted by a statue of Col. Watson, the commander of the Baltimore Battalion. A short distance further up Mount Royal Avenue is the Confederate Monument, erected in 1903 by the Maryland Chapter of the Daughters of the Confederacy. A bronze figure of a young Confederate soldier, wounded, is caught up by an angel as he is falling, and borne off to immortality. Another Confederate monument is at Loudon Park, erected to the memory of General J. R. Herbert in 1891. There are also a host of minor memorials in the cemeteries and parks of the city which have been raised to perpetuate the names of Marylanders.

Of the Maryland monuments outside of Baltimore, the Sharpsburg memorial to Maryland's dead at Antietam is perhaps the most famous. Upon this famous battlefield of the Civil War numerous monuments have been erected, the State of Pennsylvania, upon one occasion, dedicating thirteen shafts to as many regiments. The Maryland monument is a massive and dignified affair, suggesting the tombs which foreign nations raise to their dead monarchs, and is an altogether fitting memorial to the brave soldiers of the State who fell in the mighty conflict between North and South. On the site of old St. Mary's—marking the spot where the pioneer colonists of Maryland landed from their ships, the Ark and the Dove—stands a monument to Leonard Calvert, the first Governor of the province. This memorial is a granite shaft 36 feet high, and was unveiled on June 3, 1891. In Charles County, fifteen miles from La Plata and near Durlham Church, is a gigantic granite block which stands as a monument to General William Smallwood, Revolutionary hero and early Governor of Maryland. This monument was dedicated on July 14, 1898, and though in the main a simple memorial, its roughness and massiveness are indicative of the courage and strength of the great Maryland soldier.

A monument was unveiled on August 9, 1898, at Mount Olivet Cemetery, Frederick City, upon which stands a bronze statue of the author of "The Star Spangled Banner," and beneath rest the bodies of Francis Scott Key and his wife. There is an excellent bust of Wagner, the German composer, in Druid Hill Park, and in the chapel of the United States Naval Academy is a fitting memorial to the early American sea-fighter, John Paul Jones. Near the State House at Annapolis is a statue of De Kalb, the valiant friend of the American Colonies during their struggle for independence, who was killed during the war. De Kalb is represented in striking pose, his sword upraised high above his head, as if he were leading his men into action. In the rotunda of the State House is a bronze statue of Rear Admiral Winfield Scott Schley, which was placed in position on December 28, 1904.

The disposition of Marylanders to honor those who have done the State and nation great good has on several occasions caused them to cross the boundary lines of the commonwealth in their purpose of raising fitting memorials. In Prospect Park, Brooklyn, stands a monument of polished Tennessee marble and granite 27 feet in height, a memorial raised by Marylanders to the memory of the immortal four hundred young men of this State who fell in the battle of Long Island, having five times charged and broken the British Infantry. At Guilford Courthouse, North Carolina, is a cube of granite dedicated to the memory of Marylanders who fought so well there in the Revolution. At Gettysburg, the sole Confederate Memorial is a monument to the Second Maryland Infantry, and a marker in front shows how far they entered the opposing lines. In Statuary Hall, at the Capitol, Washington, stand two bronze statues of eminent Marylanders which were presented to the National Government by the Legislature of the Old Line State. One is Charles Carroll, of Carrollton, a signer of the Declaration of Independence, and the other John Hanson, first president of the Continental Congress. These statues were formally presented on December 4, 1902. Among other memorials now contemplated is one to Cecilius Calvert, the first Lord Baltimore.

Education in Maryland

IT IS not the purpose of this article to sketch the Public School System of Maryland comprising its admirable High, Grammar and Primary Schools. From the time of the settlement of the Colony a system of public schools was conceived to be the cradle of Liberty, and in all the years of her history Maryland has been doing a noble, thorough and patriotic work by training her children along the lines of liberal thought, by developing ambitious ideals in them suggested by her own history and by giving them a training that will make them efficient in all the walks of life. The idea of the article is rather to narrate short histories of a few of the brighter collegiate stars that have sparkled in the firmament of Maryland's educational glory.

St. John's College

When antiquity had scarce begun in Maryland the General Assembly in the Old Capital at St. Mary's were planning a great public institution, and in 1694, when the capital was moved to Annapolis, the necessary laws were passed. There, in the reign of William III, King William's School was founded. Among its patrons were the Archbishop of Canterbury, its Chancellor, the King, and Governor Nicholson. Royalty itself, under its golden seal and title, donated a theological and classical library, much of which has survived the rolling centuries. But even with this opportunity at hand the sons of Maryland's colonial planters crossed the sea to obtain education and polish in Old World schools rather than in the first Public Free School on the North American Continent. To obviate this tendency St. John's College was chartered in 1784, and became the successor of the older King William's School in the field of education and the inheritor of its property.

On November 11, 1789, the College was opened formally by the chief citizens of the State, men who later became signers of the Declaration of Independence, distinguished officers in the Revolution, and orators, statesmen and philosophers of note. Charles Carroll, of Carrollton, is said to have given the College its name from St. John's College, of the University of Oxford, in England, of which he was an alumnus. General Washington asked to be called a friend of the "infant seminary" which he hoped would have "an early and mature manhood," and within its walls Francis Scott Key received undying inspiration. Some years later General Lafayette wished it success in a personal visit. Chief Justice Taney in writing of these days has called Annapolis "The Athens of America," and, indeed, it was an educational centre from which emanated in the New World the kindred inspirations that Greece had given to the Old. The inspiring life of this college has continued until today despite the difficulties of the war between the States, when its buildings were converted into Federal Hospitals and its students scattered.

The sentiments that live and breathe in us when we recall the noble influences the settlement of Jamestown exerted upon American life are most happily exemplified in the spirit that made and preserved this time-honored institution.

The University of Maryland

In 1798, "The Medical and Chirurgical Faculty for the State of Maryland" was incorporated, and in 1807, "The College of Medicine of Maryland" was established. Dr. John Shaw, a graduate of St. John's College and an intimate friend of Francis Scott Key, drew the charter. During its passage in the Legislature an amusing incident occurred. Some of the incorporators named in the Bill were only licentiates without any degree and some were M. D.s, and were so stated in the Act. A member of the legislature who had a personal friend on the list to whose name no degree was attached remarked "that he couldn't see why his friend should not be an M. D. as well as the others," with the result that all the licentiates were made M. D.s by an Act of the Legislature.

At this time there were only four medical schools in America, and a great prejudice existed in the public mind against their necessary methods. Dr. Shaw had gone to some expense to erect an Anatomical Theatre, but while a dissection and lecture was in progress, it was stormed by an assembly

of citizens and totally destroyed. Some time later Dr. Shaw died a martyr to his own medical experiments, having contracted pleurisy in course of them.

In 1808, the Legislature appointed Colonel John Eager Howard, James McHenry, William Gwynn and others Lottery Commissioners to raise a sum not exceeding forty thousand dollars by lottery to aid the College, and later Colonel Howard gave it the lot at the corner of Lombard and Greene Streets, on which was placed the present building of the Medical School, designed after the Pantheon at Rome, and when completed in 1813 the only Medical School Building in America.

The Act of 1812 created the corporation of the Regents of the University of Maryland to embrace a Faculty of Medicine, a Faculty of Divinity, a Faculty of Law and a Faculty of the Arts and Sciences. Although subordinated to that of Medicine, perhaps the most remarkable Faculty in human history was that of Divinity with "six ordained ministers of any denomination" headed by the Rev. William E. Wyatt, of St. Paul's Protestant Episcopal Church. In the application of the ordinary courses of human nature in the premises, this Faculty died more or less harmoniously by the wayside, although the Rev. J. G. Hamner, a well-known Presbyterian divine, appeared at commencements as late as 1878, the solitary head of its bare entity.

Beginning with 1821, the University entered upon a period of storm and stress. This first centered around Dr. Granville S. Pattison, an importation from Glasgow; a man of much ability, holding among his friends the greatest Scottish minds of the day, but dissipated in his habits. He was the first Professor of Surgery, and succeeded in obtaining a loan of thirty thousand dollars from the State of Maryland upon which the Faculty were to pay the interest. He soon became involved in personal quarrels with others of the Faculty and with the profession in Philadelphia, and wounded a Mr. Cadwalader of that city in a duel. Soon after this occurrence he was forced to leave Baltimore. About this time also occurred an unfortunate duel between two students at Bladensburg, in which William Bond Martin of Kent County was killed. Two features of these years were the erection of the University Hospital in 1823 and the visit of General Lafayette in 1824 when he received the honorary degree of LL. D.

From 1826 to 1839 occurred a period of civil strife between the Trustees created under the unconstitutional act of 1826 and the Regents, whom they had endeavored to supersede in control. The faculty sided with the Regents and it is most difficult to imagine profitable teaching when the trustees were holding up the salaries of the faculty and prompting the janitor to insult them in every conceivable way. Indeed, as we survey these days now fortunately passed forever, the janitor seemed to be monarch of all he surveyed and might well have exclaimed: "I am the University!"

The first law lecture was established in 1822 with Prof. David Hoffman, LL. D., in the chair. Little success followed his efforts, however, and Professor Hoffman sold his library and furniture to the trustees, but for some unaccountable reason failed to deliver them. In 1833 he was sued by the trustees in an action of "trover," but gave bail and went to Europe and the judgment was still "unsatisfied" when the Regents resumed possession in 1839.

From the restoration of the Regents in 1839 until the Civil War the University prospered and financial difficulties were met and banished. From 1844 until 1847 David Stewart lectured on pharmacy. At this time a course of dissection was made compulsory upon the medical student. In 1852 private rooms, the first in America, were added to the Hospital, making a capacity of 150 beds.

From the ending of the Civil War begins the greatest period of the University's work. First in 1869 the Law School was revived by Messrs. George W. Dobbin and John H. B. Latrobe, with Messrs. George William Brown, Bernard Carter and John P. Poe as their associates. This school prospered and in 1884 was moved from its old location on Mulberry Street to its present location on Lombard Street. Among its lecturers was Robert H. Martin, whose brother had been killed in the duel at Bladensburg. This school is in active existence today and has obtained eminence in the field of the philosophy and practice of the law. Its graduates number many of Maryland's judges and notable barristers.

At present the University has three flourishing schools, those of medicine, dentistry and law. It is about to celebrate its one hundredth anniversary by raising a general endowment fund, the collections on which are already running well up into the thousands. In the world of therapeutics it has made a distinguished and original reputation and it has founded the careers of many skillful and famous prac-

tioners. Its history is the history of the life of Baltimore City for the last hundred years and its success has been achieved to no small extent by the originality of its early faculty and the management and purpose of the present one.

The Maryland Agricultural College

This institution is Maryland's School of Technology.

Its charter and organization was secured in 1856 from the Legislature of Maryland by a body of public spirited and cultured planters, who described their purposes in the organization of an agricultural college in the following words:

"It is the province and duty of the Legislature to encourage and aid the philanthropic and patriotic citizens in their efforts to disseminate useful knowledge by establishing an Agricultural College and Model Farm, which shall, in addition to the usual course of scholastic training, particularly indoctrinate the youth of Maryland, theoretically and practically, in those arts and sciences which, with good manners and morals, shall enable them to subdue the earth and elevate the State to the lofty position its advantages in soil, climate, etc., and the moral and mental capacity of its citizens entitles it to attain."

This charter is believed to be the first act of a State Legislature providing expressly for experimental work in agriculture in America.

The State of Maryland associated the experiment station with the college as a department of the institution, its support being provided for by the *Hatch Act of 1888*.

Dating from the organization of the experiment station as a department of the college, its work and influence has continued to grow, until today its publications are sent to 25,000 separate addresses, when fifteen years ago this mailing list only numbered 5,000 names.

The extent of the influence of the agricultural college upon the practical work of the farm can be appreciated when one realizes that there are only 40,000 farms in the State, and a mailing list of 5,000 has grown to be one of 25,000 in fifteen years.

The policy of the Maryland Agricultural College of having all State work, requiring scientific training relating to agriculture, placed under the direction of departments of educational institutions maintaining courses of science related to the work to be done, was presented for the consideration of the agriculturists of the State through the agency of granges and farmers' clubs and other allied farmers' organizations. It was soon evident that the policy was acceptable to the people whose interest it was intended to subserve. As a result the State has the following work done by the Maryland Agricultural College, through the agencies of its scientific departments:

(1). Animal Food and Fertilizer Control Work

A work which has been of inestimable value to agriculturists of the State from two stand points:

(a). Its educational value in teaching the farmers the correct use of fertilizers and foods, and also giving them an intelligent conception of what constitutes a proper food for an animal or plant, from which he expects a certain product.

(b). Its financial value in aiding him, by noting the quotation daily of prices in the public press of food and fertilizer ingredients, to estimate the value of either food or fertilizer, when the analysis is placed before him. The biennial reports of the analyses of foods and fertilizers from the Chemical Department of the College, places in the hands of 25,000 farmers and their families a reliable guide for the purchase of all fertilizers and animal foods which may be needed on the farm. The value of such information can hardly be estimated to the intelligent and energetic tiller of the soil.

(2). The State Horticultural Law

Maryland is a horticultural State from the mountains to the sea. Her peaches, her apples, her pears, her strawberries, as well as her other truck crops are known and appreciated along the whole eastern border of the United States, as well as through the west and northwest. Any agency tending to affect this interest disastrously, is a matter of vital concern to thousands of the people of Maryland.

The origin of the law came from just such an agency. The San José scale is responsible for this law. This pest threatened the entire orchard interest of the State. The administration of this law was placed in the hands of the Maryland Agricultural College. Its Horticultural Department was directed to take charge of the work. The result is that where despair existed, self-reliance is now in command.

The investigations of science revealed a remedial agency which places the intelligent and energetic orchardist and trucker in command. All realize that scientific investigation and correct applications of the principles involved, mark every advance made by the human race, since the march of progress commenced.

The Farmers Institute Organization

This work was established for the purpose of carrying to the homes and fields the truths which scientific investigations have evolved.

The efficiency of the work is demonstrated by the interest displayed by the agriculturists, individually and collectively, in frequenting the grounds of the Institution and in writing for information on every phase of agricultural life. These departments have been administered to the satisfaction of those for whose benefit they were established.

The Agricultural College is associated with the Johns Hopkins University in administering:

- (1). The State Geologic Survey.
- (2). The State Highway Commission.
- (3). The Bureau of State Forestry.

The results obtained are equally satisfying to the people of the State.

To those who are conversant with the history of the Agricultural College of Maryland, it is evident that the influence of the College upon farming conditions in the first decade was very small in comparison with that it exerted during the second decade. Allowing a good margin for general conditions, it may safely be said that a large share of the increase in value of Maryland farm products is attributable to improved methods in practice, based upon instruction given by the Maryland Agricultural College, through its Department of Education and Investigation.

The Johns Hopkins University

Johns Hopkins, a wealthy Baltimore merchant, who died in 1873, provided in his will for the endowment of a university to be placed in the hands of the trustees of a corporation that had been formed in his lifetime.

One-half of his fortune of \$7,000,000, consisting in the main of investments in the stock of the Baltimore and Ohio Railroad, was devoted to this end and the original trustees were largely prominent financiers interested in this railroad, and other citizens of Baltimore who were successful merchants or professional men. Among them may be mentioned John W. Garrett, Galloway Cheston, Francis White, Charles J. M. Gwynn, Reverdy Johnson and Judges George W. Dobbin and George William Brown.

The idea of a university as the surest method of perpetuating his name and of benefitting posterity was suggested to Johns Hopkins by George Peabody, the merchant prince and philanthropist, in glowing words during a visit of the latter to Baltimore. The idea was at first received with some disappointment by Baltimoreans who were certain that their city had an abundance of able colleges. The trustees, however, nothing daunted, secured the advice of Dr. Gilman of California, Dr. Eliot of Harvard, Dr. Angell of Michigan, and Dr. White of Cornell, and the Johns Hopkins University was founded for advanced university work upon the "idea" of a university as distinct from a college, following both the German and the English theories of higher education and the "Zeit-geist" of the epoch. Personal visits were paid to the most renowned men of letters and science throughout the world and suggestions were obtained from Von Holst in Germany, and from Dr. Jowett, Lord Kelvin, Tyndall, Huxley, Spencer and James Bryce in England.

The fundamental principles of the new foundation as expressed at its opening were:

"The institution now taking shape should be forever free from influences of ecclesiasticism and partisanship; all departments of learning should be promoted, the new departments of research receiving full attention, while the traditional are not slighted; the instructions should be as thorough, as advanced, and as special, as the intellectual conditions of the country will permit; the glory of the University should rest upon the character of the teachers and scholars brought together; its sphere of influence should be national while all local institutions should be quickened by its power."

Starting with 1876 lectures were given by distinguished scholars from all the world, notably Cooley, Lowell, Whitney, Newcomb, Kelvin, Sylvester, Cayley, Freeman, Bryce and Dean Stanley. A scholar of the University of Cambridge remarked of these days: "Baltimore is a seaport which exports corn and imports mathematics."

Four names are inseparably bound in the wreath of laurel that Time has laid upon the deeds of the early days of the University. Sylvester remained for seven years at the University, an inspiration and emulation for the student. He was a profound and original mathematical genius whose work has found a place in the study of all universities since. The peculiarity of his mannerisms and his acute absent-mindedness are responsible for many Joe Millerisms that still arise at the mention of his name and in moments of relief from higher abstraction he actually composed a series of verses to Rosalind.

Rowland, a very young man, fresh from work with Helmholtz, was a great natural genius, untrained in the schools, but conscious of his own accuracy of research with nature as instructress. He became the greatest American physicist, redetermining the mechanical equivalent of heat and standardizing the ohm. In pursuing his work on the solar spectrum he contrived a dividing engine which ruled 43,000 lines in the space of one inch and in his English lectures remarked that it could rule a million lines if any one could count them. His photographs of the solar spectrum are the most perfect ever made and he invented multiplex telegraphy.

Sidney Lanier's influence upon the development of the University was that of a beautiful poetical spirit. His guiding light shone but a few bright years in the lecture room and then he died.

"His voice rang fearless to the close,
He sang Death's Cup with cordial cheer—"

Dr. Herbert Adams, who did more for the development of historical science in America than any man in his day, was a great magnetic force. His personal relations to his class were friendly and advisory and his wonderful executive ability in handling men a valuable force in shaping the course of the University.

The Johns Hopkins University suffered much in the lean years that followed the bankruptcy of the Baltimore and Ohio Railroad, but with State aid and munificent personal gifts from Francis White, C. Morton Stewart, Caroline O'Donovan and many others the evil days were tided over. It remains today the first university in America, the apostle of individual research into all the problems of the unknown. Its writings have been translated into many foreign tongues, and it is high authority on all humane and scientific subjects throughout the educational world.

Through the gifts of public spirited citizens it has obtained a beautiful academic grove at Homewood, in the northern suburbs of Baltimore, and when it becomes established in its new habitation it will achieve a name even more lustrous.

The Woman's College of Baltimore

Founded in 1884, on the one hundredth anniversary of the organization of the Methodist Episcopal Church in that city, this institution has achieved a high reputation in the field of the collegiate education of women. The ideal sought by its creators was the more perfect formation of womanly character for adaptation to the higher responsibilities of life in the home and in the progressive development of woman in the world at large. This has been worked out along the lines of the promotion of knowledge in woman to secure the blessings of mental and bodily health and development of moral life. Although sectarian in its administration it numbers students of all denominations on its rolls and Methodism is a potent, not a disciplinary force in its councils.

Its collegiate departments furnish to women the same courses that the Johns Hopkins University offers to its undergraduates for the several bachelors' degrees, while the greater proportion of its students are residents at the College surrounded by a domestic life and good influences. Physical education is a feature in the College work and a regular part of the curriculum. The College buildings are large and numerous, three spacious residence halls being named after the Norse divinities, Glitner, Fensal and Vingolf. In the twenty years of its existence the College has become the leading woman's college of the South, and has consummated a great work in preparing women for university instruction and research, and for professional life.

DODGE BROS. &
LIBRARY BINDING

III AUGUSTINE
FLA.
32084

LIBRARY OF CONGRESS



0 014 310 051 0

